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Study of Exhaust Emissions from 1972 through 1975 Model Year Light-Duty Vehicles in Denver

Automotive Testing Labs, Inc, Aurora, Colo

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The objective of the overall program was to provide light-duty vehicle emission data. These data are used by the EPA to calculate average emission factors from which emission source inventories and emergency episode pollution abatement procedures are developed. Other objectives included the development of short cycle emission test data and on the costs and effectiveness of high altitude vehicle maintenance specific to the Denver site. The short cycle evaluation task data are utilized by the EPA to establish correlations between selected short cycle emission tests and the more sophisticated emission testing procedures. Tests were performed on a sample of six-hundred and seventy-nine (679) 1972 through 1976 model-year vehicles operating in the Denver metropolitan area. Ten 1975 model light-duty trucks were used in connection with emission factors development, short cycle evaluation and a task designed to develop data on emission related costs and effectiveness of high altitude vehicle maintenance specific to the Denver area.

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STUDY OF EXHAUST EMISSIONS FROM 1972 THROUGH 1975 MODEL YEAR LIGHT-DUTY VEHICLES IN DENVER

U.S. ENVIRONMENTAL PROTECTION AGENCY
Office of Air and Waste Management
Office of Mobile Source Air Pollution Control
Emission Control Technology Division
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ABSTRACT

Tests were performed on a sample of six-hundred and seventy-nine (679) 1972 through 1976 model-year vehicles operating in the Denver metropolitan area. Ten 1975 model light-duty trucks were included in the sample. This vehicle sampling was used in connection with emission factors development, short cycle evaluation and a task designed to develop data on emission related costs and effectiveness of high altitude vehicle maintenance specific to the Denver area.

The program was conducted in two phases. In the first phase, two hundred and nine (209) vehicles, which are similar to vehicles tested in other sites under this contract, were tested in the as-received condition. These tests were performed in this and the other sites in connection with emission factors development and short cycle evaluation. The ten trucks were included in this sampling. With the exception of the ten trucks and five of the passenger cars, these vehicles were tested again after maintenance in connection with the Denver Inspection/ Maintenance Evaluation Task. This maintenance included the restoration of emission control hardware which had been disabled and an emissions-oriented tune-up. In the second phase, an additional four hundred and seventy (470) vehicles were tested relative to the Denver Task. These vehicles were initially subjected to an idle mode emissions screening test, the standards for which were selected from Phase I data to fail thirty-five percent of the highest emitting vehicles by this test. Those vehicles which failed the inspection test were subsequently tested by the more sophisticated laboratory procedures, maintained and retested by these procedures. Maintenance of these vehicles was performed using the same

procedures applied in Phase I. Test procedures specific to emission factors development included the Federal Test Procedure, the Surveillance Driving Sequence and Steady State Procedures. Two additional variable driving schedule mass emission tests were also conducted. One schedule has an average speed lower than the Federal Test Procedure; the other a higher average speed. Procedures specific to the short cycle evaluation included the Clayton Key Mode, the Federal Short Cycle and the Federal Three Mode Tests. The Denver Inspection/Maintenance Evaluation Task included several of the above listed procedures and a hot start version of the Federal Test Procedure (Hot Start FTP), the Two Speed Idle Test, the Inspection Test and a test to evaluate catalytic converter efficiency, in addition.

Fuel economy data were also obtained for vehicle operation connected with the Federal Test Procedure, the Hot Start FTP, the High and Low Speed driving cycle mass emission tests, the Highway Fuel economy Test procedure and other of the mass emission tests.

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1. INTRODUCTION

The U. S. Environmental Protection Agency (EPA), through authority provided by the Clean Air Act, is responsible for the control and prevention of air pollution. One of the charges of the EPA as provided by the act is the design, conduct and promotion of surveys and studies of the sources of air pollution. The Emission Control Technology Division (ECTD) of the EPA develops, implements and administers a national program to characterize, qualify and reduce the air pollution caused by mobile sources. Included in the division's responsibilities are obtaining emission data from in-use vehicles and developing and evaluating vehicle emission control alternatives. These in-use vehicle data are utilized within the EPA by the National Air Data Branch (NADB) and the Office of Transportation Land Use Policy (OTLUP) for their use in calculating and projecting nationwide and metropolitan area motor vehicle emissions from light-duty vehicles. The emission factors generated by the NADB and OTLUP are used in developing transportation control procedures and contingency programs to cover emergency situations. Outside the EPA, these factors and the emission control alternatives are used by various state and local agencies in their air pollution control programs. In carrying out its responsibilities, the EPA regularly conducts in-use vehicle emission factors programs and emission control alternative studies.

The FY71 Program, EPA's first major emission factors program using the constant volume sampler (CVS) technique, included exhaust and evaporative emission measurements from 1957-1971 light-duty vehicles. Similar work on 1966-1972 model-year vehicles was completed in the

FY72 study program. In the FY73 program, emissions from 1967-1974 light-duty vehicles were measured. The FY74 program, the subject of this report, was initiated to study emissions from 1965-1975 model-year vehicles.

In carrying out its FY74 program, the EPA contracted with Automotive Testing Laboratories, Inc. (ATL) to provide emission data from vehicles operating in four U. S. metropolitan areas. The four cities study is part of a more comprehensive study effort to develop data from vehicles operating in seven metropolitan areas. This report describes the conduct of a part of ATL's contractual effort and presents the results of testing in Denver. Test results from Chicago, Houston and Phoenix are in a separate volume (Publication No. EPA-460/3-76-001) due to a modification to the Denver segment. In addition to the data upon which emission factors will be based, this report covers a study task specific to the Denver area. This, the Denver Inspection/Maintenance Evaluation Task, was included to provide the EPA with the data which could be utilized to evaluate the costs and benefits of emission related maintenance on vehicles operating in the high altitude environment of Denver, Colorado.

2. TECHNICAL DISCUSSION

2.1 PROGRAM OBJECTIVES

The objective of the overall program was to provide light-duty vehicle emission data. These data are used by the EPA to calculate average emission factors from which emission source inventories and emergency episode pollution abatement procedures are developed.

Other objectives included the development of short cycle emission test data and data on the costs and effectiveness of high altitude vehicle maintenance specific to the Denver site. The short cycle evaluation task data are to be utilized by the EPA to establish correlations between selected short cycle emission tests and the more sophisticated emission testing procedures.

2.2 PROGRAM DESIGN

The original emission factors program contract specified a sample size of one hundred and twenty-seven (127) vehicles of various makes from the 1972-1975 model years. This sample included ten 1975 model-year light-duty trucks. Two contract modifications were subsequently enacted to increase the sample to a final size of six hundred and sixty-nine (669) vehicles. The first modification added eighty-two (82) 1975 model-year vehicles (for a total of 209) for the purpose of assessing the relationship between various short cycle tests and the Federal Test Procedure. The second modification provided for an additional four hundred and seventy (470) vehicles for the purpose of assessing the benefits of maintenance on Denver area vehicles. These and one hundred and ninety-four (194) of the two hundred and nine (209) vehicles were utilized in the Denver Inspection/Maintenance (I/M) Evaluation Task. The ten light-duty trucks and five of the passenger cars were excluded in the Denver I/M Evaluation Task. The tabular results presented in this report are based on various subsamples of the total sample of 679 vehicles. The emission factor tables are based on the original sample of 127 vehicles. The 82 vehicles added for short cycle test evaluation are not included in emission factor data tabulations since these vehicles were selected on a basis other than by sales weighted distributions. The Denver I/M Evaluation Task tables are based on passed, failed or on all vehicles in the 664 vehicle Denver I/M Evaluation Task sample. Listings of all vehicle tests are provided in the appendices, however, so users can compute and tabulate results based on requirements for different groups of vehicles.

An approved sampling strategy was utilized to procure specific vehicles. The EPA provided the listing. For emission factors development and short cycle evaluation, this listing included a number of vehicles which were common to all sites relative to the overall program. Certain of these were also utilized in meeting specific objectives of the Denver site. Vehicle procurement sources were also specified; however, certain allowances for vehicle substitution were provided. An incentive package to promote owner participation was also stipulated.

For emission factors development, standard mass emission measurement procedures were employed. These included both bag sampling and modal measurement procedures as stipulated by the EPA.

Procedures specific to emission factors development consisted of the Federal Test Procedure (FTP) for light-duty vehicles and modal emission measurements. The FTP was performed on all vehicles. Modal tests included the Surveillance Driving Sequence and steady state (constant speed) procedures which were performed on thirty-five passenger cars and ten light trucks at each site.

Several short cycle tests were conducted relative to the Short Cycle Development Task. The Clayton Key Mode Test was performed on the same forty-five 1975 model vehicles scheduled for modal emission measurements. A replication of this test followed the first. One hundred 1975 model-year vehicles were subjected to the Federal Short Cycle. These same vehicles were tested by the Federal Three Mode Test procedure.

The development of fuel economy data was included as one of the study requirements. These data were calculated from FTP emission results and from modal emission measurements during Surveillance Driving Sequence and steady state operation. The Highway Fuel Economy Test was also utilized to develop fuel economy data. This test was conducted on the forty-five 1975 model vehicles tested by the Clayton Key Mode and modal measurement procedures. The carbon balance fuel economy equation was prescribed for both bag and modal fuel economy determinations.

Two additional variable driving cycle tests were also utilized to develop emission data. The procedures are similar to those of the FTP. One test has an average speed lower than the FTP cycle; the other a higher average speed.

Procedures specific to the Denver Inspection/Maintenance Evaluation Task involved the accumulation of before-and-after maintenance emission and fuel economy data on all but fifteen of the two hundred and nine Emission Factors/Short Cycle Evaluation Task sample vehicles. The fifteen vehicles were tested only in the as-received state. Ten of these fifteen vehicles were the light-duty trucks. The additional four hundred and seventy vehicles used in this task were subjected to an inspection test prior to any other emission testing. Standards associated with this test were selected to reject about thirty-five percent of these four hundred and seventy vehicles. Before-and-after-maintenance emission and fuel economy data were also developed on those vehicles which failed the inspection. Maintenance associated with this task consisted of the restoration of any items on which maladjustment or disablement had been performed and an emissions-oriented tune-up.

Test procedures specific to the Denver Inspection/Maintenance Evaluation Task were the Federal Test Procedure, a hot start version of the Federal Test Procedure, the Federal Short Cycle, the Federal Three Mode Test, the Clayton Key Mode Test, the Two Speed Idle Test and the Inspection Test. A test to evaluate catalytic converter efficiency, the Converter Efficiency Test, was also conducted. These procedures, engine maintenance and restoration of maladjustment and disablement were performed in a given evaluation test sequence.

2.3 TEST VEHICLE PROCUREMENT

2.3.1 Test Vehicle Selection

The EPA provided a listing of one hundred and twenty-seven emission factors development vehicles to be tested in the site. Selection of these vehicles was based on vehicle miles traveled (VMT) on a national basis by age of vehicle (model year). The sample was further based on national sales information within each model year. Selections of 1975 models were based on sales projections provided by the vehicle manufacturers. The sample was further delineated by make, engine size, model (sub-compact, compact, intermediate, etc), transmission type and carburetor type including a representation of fuel injected vehicles.

Study specifications required the vehicles be procured from the subject metropolitan area. The metropolitan area was defined as being not more than ten miles outside the boundaries of the city. Other stipulations included the following minimum requirements:

100% fit to the make and model year specified.

90% fit to the make, model year and engine displacement specified.

70% exact match.

Also for any one model year, the use of rental vehicles was limited to ten percent of those tested. The number of vehicles procured from members of civic, fraternal and religious organizations was also limited at fifty percent of the vehicles tested, and groups of test vehicles from automotive-oriented organizations were prohibited.

In developing the test sample, an approved vehicle procurement strategy was employed. Several postal zip-code areas were selected on the basis of vehicle owner convenience and access to the testing site. Owners residing within these areas were selected from computer files by an nth name selection process. The service was provided by a firm specializing in this kind of activity. Nth name selection was followed by a mailing of introductory materials which included an explanatory letter from both the EPA and ATL to the prospective test vehicle owners. The materials also included a post-paid data reply card on which certain vehicle identification information was requested. This information was subsequently used to select test vehicles in accordance with the EPA-provided listing and to schedule the vehicles for testing.

Our experience in prior studies of this nature provided the basis for determining the required number of mailings. While affirmative responses to requests for vehicles vary from site to site, we have found they number from three to ten percent of the initial mailing. Consequently, we utilized about thirty mailings for each vehicle to be tested. This strategy produced about eighty-five to ninety percent of the desired sample. The remaining vehicles were procured by direct request via the news media, automobile repair organization service files, used car lots and other sources.

Composition of the one hundred and twenty-seven emission factors sample tested in the site is shown by model year and make in Table 1 and by model year, inertia weight (shipping weight plus 300 lbs.), engine displacement and number of engine cylinders in Table 2.

2.3.1.1 Short Cycle Task Vehicle Selection - One hundred 1975 model-year vehicles were utilized for the Short Cycle Evaluation Task. Eighteen of the vehicles used for emission factors development were also used to develop data for this evaluation. Short cycle evaluation vehicle fit requirements, however, were somewhat more stringent as follows:

100% fit to the required make.

90% fit to the required make, model, engine displacement and transmission type.

2.3.1.2 Denver Inspection/Maintenance Evaluation Task Vehicle Selection - Six hundred and sixty-four passenger cars were tested under this task. One hundred and ninety-four vehicles were tested for emission factors/short cycle evaluation. The balance, four hundred and seventy, were vehicles procured specifically for evaluation task purposes. These vehicles were selected on the same basis (national VMT and sales information) as those used for emission factors development. Fit specifications for these vehicles were identical to the requirements for emission factors

TABLE 1

SUMMARY OF VEHICLE MAKES

DENVER

	1967	1968	1969	1970	1971	1972	1973	1974	1975	TOTAL
LIGHT-DUTY TRUCKS										
CHEVROLET	0	0	0	0	0	0	0	0	4	4
DODGE	0	0	0	0	0	0	0	0	1	1
FORD	0	0	0	0	0	0	0	0	4	4
GMC	0	0	0	0	0	0	0	0	1	1
DOMESTICS										
AMC	0	0	0	0	0	1	1	1	1	4
BUICK	0	0	0	0	0	1	1	2	3	7
CADILLAC	0	0	0	0	0	1	1	0	1	3
CHEVROLET	0	0	0	0	0	6	6	6	6	24
CHRYSLER	0	0	0	0	0	0	0	0	1	1
DODGE	0	0	0	0	0	1	1	2	2	6
FORD	0	0	0	0	0	5	5	5	5	20
LINCOLN	0	0	0	0	0	0	0	1	0	1
MERCURY	0	0	0	0	0	1	1	1	2	5
OLDSMOBILE	0	0	0	0	0	1	2	3	3	9
PLYMOUTH	0	0	0	0	0	2	2	2	2	8
PONTIAC	0	0	0	0	0	2	2	2	3	9
IMPORTS										
AUDI	0	0	0	0	0	0	0	0	0	0
BMW	0	0	0	0	0	0	0	0	0	0
CAPRI	0	0	0	0	0	0	0	0	1	1
COLT	0	0	0	0	0	0	0	0	0	0
DATSUN	0	0	0	0	0	1	1	1	1	4
FIAT	0	0	0	0	0	0	0	0	0	0
HONDA	0	0	0	0	0	0	0	0	1	1
MAZDA	0	0	0	0	0	0	0	1	0	1
MERC.-BENZ	0	0	0	0	0	0	0	0	0	0
MG	0	0	0	0	0	0	0	0	0	0
OPEL	0	0	0	0	0	0	1	0	0	1
PORSCHE	0	0	0	0	0	0	0	0	0	0
SAAB	0	0	0	0	0	0	0	0	0	0
SUBARU	0	0	0	0	0	0	0	0	0	0
TOYOTA	0	0	0	0	0	1	1	1	1	4
VW	0	0	0	0	0	2	2	2	2	8
VOLVO	0	0	0	0	0	0	0	0	0	0
TOTALS	0	0	0	0	0	25	27	30	45	127

TABLE 2

SUMMARY OF TEST VEHICLE CHARACTERISTICS BY MODEL YEAR

DENVER

	1967	1968	1969	1970	1971	1972	1973	1974	1975	1975 (TRUCKS)	TOTAL
INERTIA WEIGHTS (LBS)											
1750	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	1	0	1
2250	0	0	0	0	0	3	2	2	2	0	9
2500	0	0	0	0	0	3	3	1	1	0	8
2750	0	0	0	0	0	1	1	4	3	0	9
3000	0	0	0	0	0	2	5	1	1	0	9
3500	0	0	0	0	0	7	1	5	5	0	18
4000	0	0	0	0	0	2	5	8	7	10	32
4500	0	0	0	0	0	6	8	4	8	0	26
5000	0	0	0	0	0	1	1	3	5	0	10
5500	0	0	0	0	0	0	1	2	2	0	5
ENGINE DISPLACEMENT (CUBIC INCHES)											
UNDER 251	0	0	0	0	0	8	10	11	12	0	41
251-330	0	0	0	0	0	3	2	5	3	3	16
331-399	0	0	0	0	0	8	8	7	11	7	41
OVER 399	0	0	0	0	0	6	7	7	9	0	29
NUMBER OF ENGINE CYLINDERS											
4	0	0	0	0	0	6	7	6	8	0	27
6	0	0	0	0	0	3	3	4	5	0	15
8	0	0	0	0	0	16	17	19	22	10	84
ROTARY	0	0	0	0	0	0	0	1	0	0	1
TOTALS	0	0	0	0	0	25	27	30	35	10	127

vehicles except as affected by the more stringent specifications required for the short cycle evaluation test sample.

2.3.2 Incentives

The EPA prescribed incentives to be offered and provided to owners whose vehicles were utilized in the test program. The incentive package consisted of: a $50 U. S. Savings Bond; the use of a late-model loan car during the time the test vehicle was at the laboratory; fuel for the loan car; and a full tank of fuel for the test vehicle when testing was completed. The owner of a vehicle selected for the maintenance evaluation task and whose vehicle passed the inspection test, however, was provided a $25 U. S. Savings Bond instead of the above. These incentives were generally offered and provided. In a few cases involving specific vehicles which were otherwise difficult to locate, however, an equivalent or greater amount of cash or some other form of compensation was provided.

2.3.3 Test Vehicle Handling

Testing was completed on the six hundred and seventy-nine vehicles in two phases. In Phase I, tests on the two hundred and nine Emission Factors Development/Short Cycle Evaluation Task vehicles, one hundred and ninety-four of which were used also in the Denver Inspection/Maintenance Evaluation Task, were completed. Tests on the four hundred and seventy vehicles used exclusively in the Denver Inspection/Maintenance Evaluation Task were completed in Phase II. Test results from Phase I were used to establish the pass/fail criteria for the inspection test applied in Phase II.

The handling process relative to the two hundred and nine Emission

Factors/Short Cycle/Denver Inspection/Maintenance Evaluation Task vehicles is shown in the flow diagram provided in Figure 1.

Upon delivery of the Phase I test vehicle to the laboratory, the vehicle was immediately inspected to determine its compliance with sample requirements. In a few cases, vehicles were rejected at this point because of incorrect engine, carburetor or other parameter identification by the owners. In a few other situations, vehicles were rejected for exhaust system leakage, safety or for some other reason which made the vehicle unfit for testing. After the preliminary inspection indicated the vehicle to be acceptable, vehicle exchange agreements were completed, an EPA designed questionnaire on vehicle useage and maintenance frequency and intensity was administered and a test vehicle pick-up time was established with the owner. The vehicle was then moved to a staging area where pre-test operations were performed.

Following pre-test operations, which included the installation of converter efficiency test probes on converter equipped vehicles, an analysis for as-received fuel lead (Pb) content, and the required Federal Test Procedure vehicle temperature stabilization (soak) time period, the first or before-maintenance evaluation test sequence was conducted. Following this test sequence, the as-received status of engine parameters was documented, engine diagnostic operations were conducted and an extensive disablement inspection was performed on all vehicles tested in Phase I except the ten trucks and five 1975 model-year passenger cars. On these, the remaining one hundred and ninety-four vehicles, any items found to have been subjected to disablement were then restored, periodic maintenance in accordance with EPA provided guidelines was completed and an emissions-oriented tune-up was applied. Again, following the prescribed

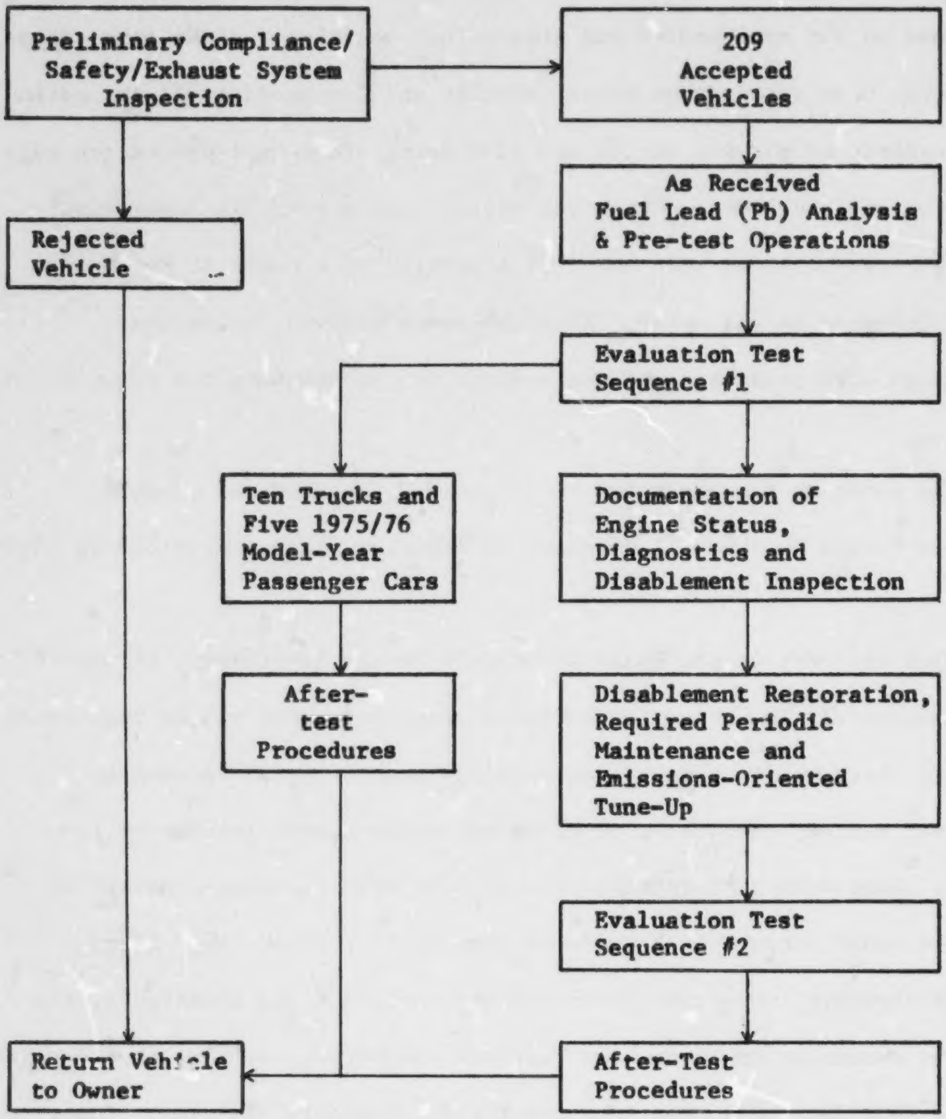
Preliminary Compliance/ Safety/Exhaust System Inspection
209 Accepted Vehicles
As Received Fuel Lead (Pb) Analysis & Pre-test Operations
Rejected Vehicle
Evaluation Test Sequence #1
Ten Trucks and Five 1975/76 Model-Year Passenger Cars
Documentation of Engine Status, Diagnostics and Disablement Inspection
After-test Procedures
Disablement Restoration, Required Periodic Maintenance and Emissions-Oriented Tune-Up
Evaluation Test Sequence #2
Return Vehicle to Owner
After-Test Procedures

Figure 1, Phase I, Flow Diagram of Emission Factors Development/Short Cycle Evaluation/Denver Inspection/Maintenance Evaluation Task Vehicles.

soak interval, a second or after maintenance evaluation test sequence was performed on the one hundred and ninety-four vehicles. After this second evaluation test sequence on these vehicles and the as-received evaluation test sequence on the ten trucks and five cars, after-test procedures were completed and each vehicle tank was filled with a suitable commercial fuel. The vehicle was then moved to a parking area where it remained until picked-up by the owner. When the owner arrived, after-test agreements were completed and the vehicle was returned to the owner's custody.

The handling process relative to the four hundred and seventy vehicles tested in Phase II is shown in the flow diagram provided in Figure 2.

Upon delivery of the Phase II vehicle to the laboratory, it was also immediately inspected to determine compliance with sample requirements. A few of these vehicles were also rejected at this point because of incorrect engine, carburetor or other parameter identification by the owners. Some were also rejected for exhaust system leakage, safety or for some other factor which rendered them unfit for testing. After this preliminary inspection indicated the vehicle to be acceptable, the emission screening or Inspection Test was conducted. As mentioned earlier, Phase I test data were used in screening the Phase II vehicles. Concurrent with the Inspection Test, the EPA designed questionnaire on vehicle useage and maintenance frequency and intensity was administered to the owner. The as-received status of the engine was documented relative to those vehicles which passed the inspection. As-received fuel from these vehicles, also, was analyzed for lead (Pb) content at this point. Passed

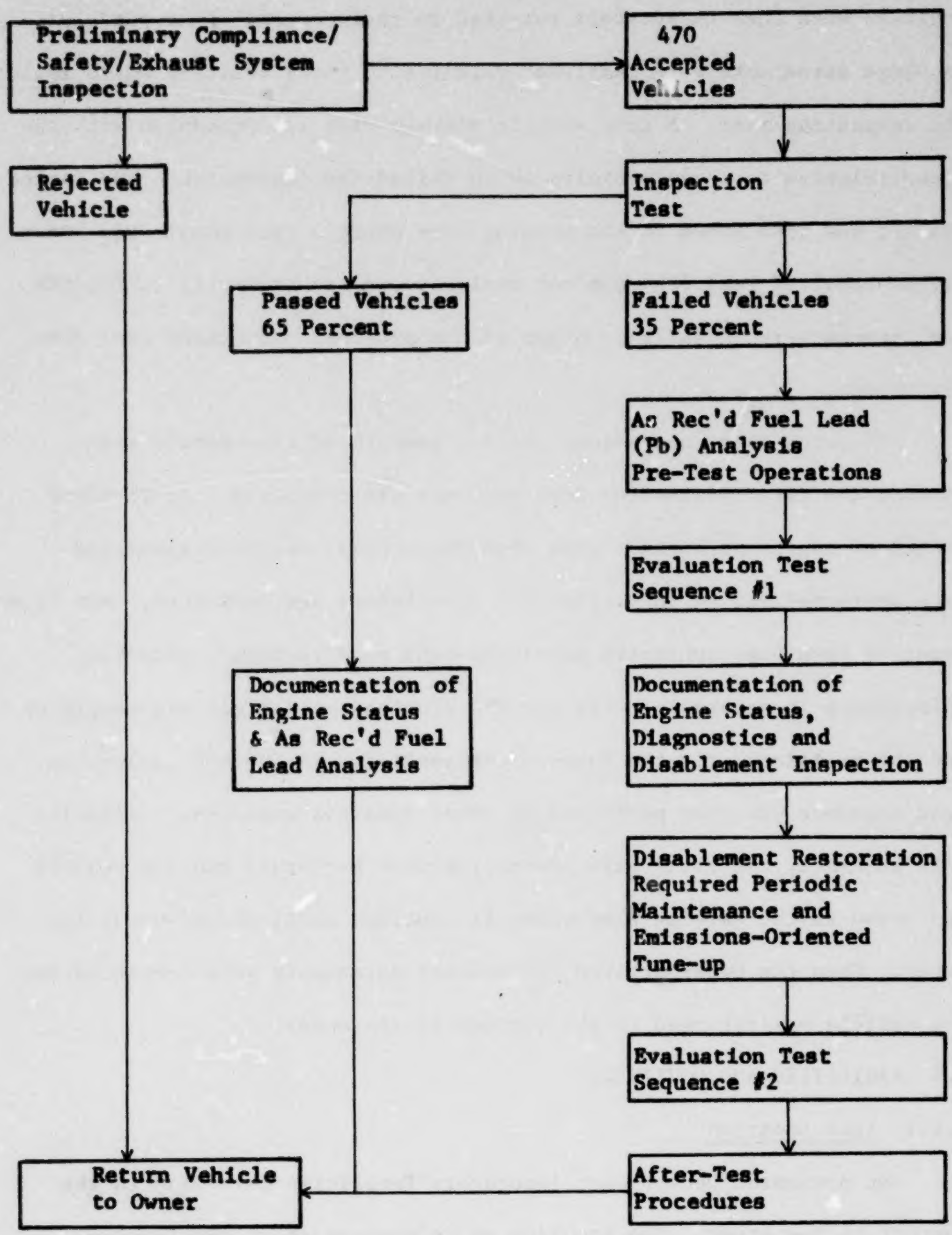
Preliminary Compliance/ Safety/Exhaust System Inspection
470 Accepted Vehicles
Rejected Vehicle
Inspection Test
Passed Vehicles 65 Percent
Failed Vehicles 35 Percent
As Rec'd Fuel Lead (Pb) Analysis Pre-Test Operations
Evaluation Test Sequence #1
Documentation of Engine Status & As Rec'd Fuel Lead Analysis
Documentation of Engine Status, Diagnostics and Disablement Inspection
Disablement Restoration Required Periodic Maintenance and Emissions-Oriented Tune-up
Evaluation Test Sequence #2
Return Vehicle to Owner
After-Test Procedures

Figure 2, Phase II, Flow Diagram of Additional 470 Vehicles Used Exclusively in the Denver Inspection/Maintenance Evaluation Task.

vehicles were then immediately returned to their owners while vehicle exchange agreements were completed relative to those vehicles which failed the inspection test. A test vehicle pick-up time was scheduled with the owner relative to those vehicles which failed the inspection. The failed vehicle was then moved to the staging area where a fuel sample was drawn for as-received lead (Pb) content analysis and the converter efficiency test probes were installed. Other of the pre-test operations were then performed.

Following these operations and the prescribed temperature soak period, the first evaluation test sequence was conducted. As-received status of engine parameters were then documented, engine diagnostics were performed and an inspection for disablement was conducted. Any items found to have been subjected to disablement were restored, periodic maintenance in accordance with the EPA provided guidelines was completed and the emissions oriented tune-up was applied. The second evaluation test sequence was then performed on these repaired vehicles. Following this sequence, the after-test procedures were performed and the vehicle was moved to the parking area where it remained until picked-up by its owner. When the owner arrived, after-test agreements were completed and the vehicle was returned to the custody of its owner.

2.4 FACILITIES AND EQUIPMENT

2.4.1 Test Location

Our permanent Denver area laboratory facilities were used in the conduct of the study. The location and elevation above sea-level of this facility is:

19900 East Colfax Avenue
Aurora, Colorado 80011
5,490 feet above msl

These facilities, situated about twenty miles east of downtown Denver, contain 18,200 square feet of office and laboratory areas. Temperature in the subject vehicle storage (soak) and testing areas is controlled by unit gas heaters and evaporative coolers.

2.4.2 Constant Volume Sampler (CVS)

One set of test equipment was utilized in the course of the Denver phases of the study.

The constant volume sampler that was utilized was designed and constructed by Automotive Environmental Systems, Inc. (AESI) of Westminister, California. It is nominally air flow rated at 325 cubic feet per minute and is equipped with a gas to water heat exchanger. The CVS is of six bag (3 sample and 3 background) design. Its plumbing and electrical flow systems were modified from AESI's conventional Model 1000 design to facilitate semi-automated sample bag purging and evacuating functions. It was also modified to incorporate an automated sampling system leak-check feature. The unit meets the current 40 CFR 86 requirements for constant volume samplers.

2.4.3 Emission Analysis Console

The emission analysis console used in the conduct of the study is of ATL design and construction. It was assembled to meet the specific requirements of the study and is equipped with a variety of instrumentation. Major console components are:

Bendix Model 8501/5C NDIR CO Analyzer, Operational ranges;

0-0.3%	2" cell
0-3%	3/4" cell
0-5%	3/4" cell

Bendix Model 8501 NDIR CO Analyzer, Operational ranges;

0-100 ppm	11 1/4" cell
0-500 ppm	11 1/4" cell

Beckman Model 864 NDIR CO_2 Analyzer, Operational ranges;

0-4%	1/8" cell
0-8%	1/8" cell

Beckman Model 400 FID HC Analyzer, Operational ranges;

0-50 ppm C
0-100 ppm C
0-300 ppm C

Beckman Model 400 FID HC Analyzer, Operational ranges;

0-1,000 ppm C
0-3,000 ppm C
0-10,000 ppm C

Thermo-Electron Model 10A CL NO-NO_x Analyzer, Operational ranges;

0-100 ppm
0-250 ppm
0-1,000 ppm
0-2,500 ppm

All plumbing in the sampling and calibration system of the analytical console, including the sample, calibration and zero gas lines, the CVS and all valves and fittings are of stainless steel or teflon construction. Leak tight convoluted stainless steel tubing was used between the CVS and vehicle tailpipe. Accuflex adapters were used to connect the convoluted tubing to the tailpipe.

Operation of the analytical console was such that sample readings were generally obtained in the upper two-thirds of the respective instrument range. Also, span gases were utilized in conjunction with each sample reading. Span gases were provided at nominally 80 percent of full scale for each operating range.

2.4.3.1 Data Acquisition System - A data acquisition system (DAS) was utilized in conjunction with the analytical console and other test equipment. The DAS is comprised of a Data General NOVA-2 computer, a

Teletype, Model ASR33 and an eight channel Brush Instruments strip chart recorder. DAS software, which was developed by ATL, provides for computer integration of analyzer outputs on both a bag and modal basis. These integrated readings are displayed by the ASR33 teletype. Permanent strip chart recordings of these readings are obtained and recorded by the Brush recorder.

2.4.4 Laboratory Standard Calibration Gases

A full complement of laboratory standard calibration gases was provided and utilized to establish analytical instrument calibrations. These gases, listed on the following page, are traceable to standards of the EPA laboratory in Ann Arbor.

2.4.5 Chassis Dynamometers

A Clayton Model ECE-50 chassis dynamometer was used in the program in conjunction with a Clayton 1,750 to 5,500 lb. direct drive vehicle inertia flywheel assembly. The ECE-50 model includes two 78" continuous drive wheel rolls with 17.25" spacing, a 50 hp water brake absorption unit and the corresponding solid state torque bridge and power display meter. The dynamometer and flywheel assembly are mounted flush with the floor.

2.4.6 Denver Inspection/Maintenance Evaluation Task Test, Diagnostic and Tune-up Equipment

In addition to equipment described above, two Sun Electric Corp. Model EPA 75 HC/CO analyzers were utilized in the Denver Inspection/Maintenance Task. One was located in the dynamometer area; the other in the vehicle diagnostic and maintenance area. The latter was used to perform the Inspection Test and in the diagnostic and maintenance operations. Each of these units was installed in a cart and each was equipped such as to facilitate gas calibration.

HC (ppm C)	Propane in Zero Grade Air		
26.1	144.5	939	2904
28.0	147.5	948	4630
46.4	277.1	1398	4961
49.6	293.1	1422	8573
91.9	472	2759	8710
94.2	478		

NO_x (ppm)	Diluent-Zero Grade Nitrogen		
44.7	133.2	523	1349
97.2	247.5	988	2190

CO (mole %)	Diluent-Zero Grade Nitrogen		
.501	1.99	3.78	7.03
.511	2.01	3.84	7.28
.780	2.74	4.78	9.02
.830	2.75	4.80	9.06
1.29			

CO (ppm)	Diluent-Zero Grade Nitrogen		
10.6	65.6	250.6	1297
11.8	70.1	344.8	1328
22.9	90.8	353.2	1992
26.5	93.5	489.0	2132
36.4	160.2	490.0	2525
49.9	167.5	943.7	2746
50.2	243.2	1098	

CO_2 (mole %)	Diluent-Zero Grade Nitrogen		
.403	1.41	2.81	5.61
.99	1.99	3.60	7.22

Allowable impurities, less than 1 ppm C, 1 ppm CO, 400 ppm CO_2 and 0.1 ppm NO.

A test was devised to provide an indication of converter efficiency on those vehicles so equipped. This test, the Converter Efficiency Test, was performed in conjunction with the Federal Three Mode Test. A Beckman Model OM-11 was employed to measure exhaust oxygen during these tests.

A Sun Model TUT-915-R Tune-up Tester, which was located in the same cart utilized to contain the Sun EPA 75 HC/CO analyzer, was used in the diagnosis and maintenance process. This unit contains an ignition oscilloscope with the ignition spark blank-out feature, a timing light and a tachometer-dwellmeter. Other diagnostic and maintenance equipment included a cylinder compression gauge, a cylinder leakage tester, vacuum and pressure gauges and various other equipment and hand tools associated with the tune-up process.

2.4.7 Miscellaneous Equipment

For the Clayton Key Mode and Federal Three Mode emission tests, the Sun Model EPA 75 located in the dynamometer area was used for hydrocarbon and carbon monoxide measurement. The Sun EPA 75, used to perform the Inspection Test and in engine diagnosis and maintenance, was used also for HC and CO measurements in conjunction with the after-test procedures. A Thermo-Electron Model 10B CL was used for oxides of nitrogen measurement for these same tests. This instrument was operated in the NO measurement mode.

To assist the vehicle operator in following the speed/time profiles required for the various driving schedules, an Esterline Angus Model L1102S strip chart recorder was employed. The Model L1102S is a dual channel, dual pen crossover, heat stylus recorder. The required driving schedule is supplied the leading stylus by the NOVA computer. The lagging pen is electronically coupled to the dynamometer roll speed signal generator. The latter provides a permanent record of actual driver/vehicle performance during the various tests. The time offset between the two pens is nominally 40 seconds.

A Hartzell Model N24DW fixed speed cooling fan was used to provide underhood cooling to the vehicle during prescribed tests. The fan is a propeller type and is rated at 5,245 cfm at 1140 rpm.

To monitor the soak area, wet/dry bulb and CVS sample temperatures, several Rustrak Model 288 strip chart recorders were utilized. These recorders have an accuracy of ± 2% of full scale and were supplied with ranges of 50° to 100°F and 100° to 150°F to meet the specific monitoring requirements.

A ratcheting-type cable winch was employed to restrain the vehicle during dynamometer testing operations. Wedge-type wheel chocks were also used.

Diagnosis and tune-up equipment described above were used to measure engine parameters during the after-test procedures.

Additional equipment was utilized for laboratory instrumentation calibration and qualification procedures. This equipment is described in paragraphs which follow.

2.5 EQUIPMENT QUALIFICATION, CALIBRATION AND CROSS-CHECK

To ensure valid test data, the EPA required all test equipment, calibration procedures and operating procedures be qualified to its satisfaction prior to test start-up. In addition, extensive quality control procedures were required initially and at regular intervals throughout the program.

2.5.1 Constant Volume Sampler

The constant volume sampler was given a complete check-out and flow calibration prior to start-up. A Meriam Model 50MC2-6F laminar flow element with a rating of 1,000 cfm at 8" H_2O was utilized for the calibration. Calibration of the element is traceable to the National Bureau of Standards.

In performing the calibration, CVS air flow, measured at the inlet to the blower, was controlled by throttling. Blower flow rates were measured at ten incremental changes in blower differential pressure across the normal operating range. Auxiliary devices employed in the calibration included a mercury barometer to measure absolute barometric pressure, a close tolerance mercury filled thermometer to measure CVS inlet air temperature, a U-tube water manometer to measure the pressure drop across the blower and blower inlet pressure and an inclined water manometer to measure pressure drop across the laminar flow element. Data from these devices were computer processed, mid-range CVS operating pressures were determined and the corresponding absolute blower flow rate was selected. Once these operations were completed, the flow calibration was verified by propane recovery.

Subsequently, integrity of the flow calibration and sample system was checked on a daily basis by the propane recovery technique. Up to 20 grams of instrument grade propane were metered into the sampler such that the injected amount yielded a recovery concentration in the upper one-third of the 0-300 ppm C FID range. Recovery was specified to be within ± 2 percent of the metered amount. Metering was performed by the bomb weight loss technique. A triple beam balance, accurate to 20 milligrams, was utilized for this purpose.

2.5.2 Emission Analysis Console

Complete analytical instrumentation calibrations were performed initially and on a weekly basis. Calibration curves for the emission analysis console CO, CO_2, HC and NO_x instruments were established using the EPA named gases listed in paragraph 2.4.4. The CO and CO_2 instruments were calibrated at seven somewhat evenly spaced points (zero and six upscale points) across each operating range. The HC and NO_x instruments were calibrated at three somewhat evenly spaced points (zero and two upscale points) across each operating range. Calibration of these instruments was required to be maintained within one percent of full scale for each range, respectively, or five percent of the measured value, whichever was smaller. The computer program used in the generation of these curves was supplied by the EPA.

A leak check of the analytical system was performed prior to each test in connection with the required bag purging and evacuating procedures. For contract purposes, a test was defined as constituting the accumulation of one sample bag. Nitrogen was used to purge the bags. The evacuate, N_2 purge, evacuate and leak check sequence was accomplished by means of a rotary switch. Switch actuation is provided by various pressure and time signals which indicate satisfactory completion of the operation in question. A leak in the system is signaled by a pressure drop across a small orifice which indicates flow. The orifice is monitored by a differential pressure transducer which actuates both an audible and visible alarm in the presence of flow. The sensitivity of these devices was checked daily in connection with other of the quality control activities.

Other of the activities included zero and span point sets immediately prior to the analysis and zero and span point verification immediately following the analysis. Verification tolerances were maintained within ± 1 percent of full scale of the range in use. The tolerance for modal data was ± 2 percent of full scale. Converter efficiency of the NO_x analyzer was checked daily. Efficiency was maintained above 90 percent. The noise level of analyzer outputs was maintained within ± 0.5 percent of full scale for each range during both calibration and analysis.

2.5.3 Chassis Dynamometer

The chassis dynamometer was calibrated initially and after maintenance which could have affected its operating characteristics. It was also subjected to a complete calibration verification at an interval of 30 days or less.

Power and speed meters were firstly calibrated using the strobe light dead-weight calibration kit supplied by the dynamometer manufacturer. Subsequent to this, a dynamic calibration using the coast-down technique of the Federal Register was performed. This technique was applied at each incremental flywheel inertia weight using the following two indicated horsepower (IHP) settings:

$$HP_1 = HP_0 - 2.5 \pm 0.5$$
$$HP_2 = HP_0 + 2.5 \pm 0.5$$

where HP_0 is the IHP determined from a previous coastdown. This procedure essentially brackets the IHP associated with a given inertia weight or weights from a prior coastdown calibration thereby reducing the requirement for lengthy multiple point calibration.

2.5.4 Denver Inspection/Maintenance Evaluation Task Test, Diagnostic and Tune-up Equipment

Each of the Sun EPA 75 HC/CO analyzers used in the dynamometer area and in the engine diagnosis and maintenance area was gas calibrated initially using zero gas and one upscale gas for each of the two HC and CO ranges. Thereafter, each instrument was zeroed on air and spanned using an upscale gas for each range before each test. In this case, a test constituted the whole of the Clayton Key Mode Test, the whole of the Federal Three Mode Test, etc., for the respective instrument. The instrument used for the Inspection Test, engine diagnosis and maintenance and after-test procedures was zeroed on air and gas spanned (each range) prior to utilization in each of these tasks or sequence of operations.

The Beckman OM-11 was calibrated initially using a zero gas (N_2) and two upscale O_2 gas standards. During testing, the instrument was zeroed on N_2 and spanned at the appropriate point using the O_2 content in ambient air. These calibrations were performed prior to each test.

The Sun Model TUT-915-R Tune-up Tester was calibrated by the manufacturer prior to utilization in the program as was other of the diagnostic and tune-up equipment which is subject to calibration.

2.5.5 Miscellaneous Equipment

The NO_x instrument used for undiluted tailpipe measurement was calibrated initially using the laboratory standard gases. Zero point and two upscale gases were used to establish curves on each of the operating ranges. A verification of this calibration was conducted each one to two weeks thereafter. During testing, the NO_x instrument was zero and span checked immediately before and after each test run.

The Clayton Key Mode and the Federal Three Mode tests required horsepower settings exceeding those of the Federal Register for light-duty vehicle testing. Consequently, coastdown calibrations which bracketed the prescribed settings were required and performed.

2.6 TEST PROCEDURES

A variety of test procedures was employed depending on the task (s) to which the vehicle was assigned. The Evaluation Test Sequence was as follows:

1975 Federal Test Procedure
Highway Fuel Economy Test (if required)
Hot Start Federal Test Procedure
Modal Measurements (if required)

Federal Short Cycle
Two Speed Idle Test
Federal Short Cycle (replicate)
Federal Three Mode Test
Two Speed Idle Test (replicate)
Federal Three Mode Test (replicate)
Key Mode Cycle (if required)
Key Mode Cycle (replicate)
Low Speed Driving Cycle (if required)
High Speed Driving Cycle (if required)

After-test procedures were performed on all vehicles after the first Evaluation Test Sequence. The Inspection Test, which consists of the same elements and employs the same procedural steps as the Two Speed Idle, was performed in conjunction with the initial vehicle acceptance process relative to the Phase II vehicles.

2.6.1 Vehicle Preparation

Upon acceptance for testing of all Phase I and those Phase II vehicles which failed the inspection test, the vehicle was moved to a staging area where the tank was drained of existing fuel and refueled to forty percent of tank capacity. As indicated earlier, a sample of fuel from the Phase I vehicle was collected for lead (Pb) analysis during the draining process. As also indicated, a tank fuel sample from the Phase II vehicle was obtained as part of the vehicle inspection and acceptance process. The vehicles were refueled with the Indolene-type fuels. Fuel was drawn from the tank into a 200 gallon reservoir. During the draining process the reservoir was maintained under negative pressure by means of a high capacity vacuum pump. Following these fuel handling processes, any installed mud and snow tires were rotated to non-drive wheel positions and drive tires were inflated to the pressure prescribed for proper dynamometer operation.

Some time following the refueling and tire handling process, the vehicle was operated for a nominal period of ten minutes on city streets to evaluate its driving characteristics and to purge the remaining non-test fuel. The finding of any unusual driving characteristics was documented for the benefit of the test driver during dynamometer testing. Upon completion of this driving operation, the vehicle was driven into the laboratory to begin the pre-test soak interval. These preconditioning and evaluation operations were closely regulated so as to allow maintenance of the EPA prescribed soak interval at twelve to twenty hours. Engine shut-down time in connection with preconditioning and the start of the soak interval was documented. If, for any reason the soak interval was exceeded, the vehicle was again preconditioned for a period of ten minutes, returned to the soak area and shut-down.

2.6.2 Equipment Preparation

Prior to the first test of the day, instruments which had been idle or in a stand-by condition were switched on to begin the warm-up. This included the water heater and mass pump of the CVS and the analytical instruments. During and following the warm-up period, sensitivity of the automatic leak detection system was checked, converter efficiency and propane recovery tests were performed, analyzer outputs as indicated by the recorders and the computer were checked for standardization and the dynamometer was warmed-up in the manner prescribed. The speed calibration of the dynamometer and associated indicating devices were also standardized and the tailpipe sampling system was checked for leaks. During this interval, the soak area temperature trace and the computer punch tape and print-out from the previous day were collected for evaluation and processing.

2.6.3 Federal Exhaust Emission Test Procedure

The basic or standard exhaust emission test, which was conducted at each test point on each of the Phase I and each of the Phase II vehicles that failed the Inspection Test, was performed in general accordance with the procedures of 38 Federal Register 124, 38 Federal Register 209, 39 Federal Register 14 and 39 Federal Register 101 (the Federal Test Procedure). Procedures dealing with fuel evaporative loss measurements were not performed. Tests were preceded by a soak interval from twelve to twenty hours at temperatures ranging from 60°F to 86°F (15.6°C to 30°C). The temperature during the first and last hour of this soak interval was maintained between 68°F and 86°F.

The Federal Test Procedure is comprised of cold transient, cold stabilized and hot transient test portions. The cold transient portion is 505 seconds long, covers a distance of 3.59 miles and has an average speed of 25.6 mph. The cold stabilized portion is 867 seconds in length, 3.91 miles in distance and 16.2 mph in average speed. The hot transient portion is 505 seconds long, 3.59 miles in distance and 25.6 mph in average speed.

2.6.3.1 Hot Start Federal Exhaust Emission Test Procedure - The Hot Start Federal Exhaust Emission Test Procedure (Hot Start FTP), which was also performed at each test point on each of the above noted vehicles, was performed in general accordance with these same procedures. Exhaust sampling was initiated, however, from a hot engine start.

The Hot Start FTP is comprised of transient and stabilized test portions. These portions are identical to the transient and stabilized portions of the Federal Test Procedure (FTP).

2.6.4 Highway Fuel Economy Test Procedure

The Highway Fuel Economy Test (HFET) was performed as part of the first Evaluation Test Sequence, only, on forty-five of the 1975 model-year vehicles (35 passenger cars and 10 light trucks). This test involves vehicle operation on the dynamometer over a 10.2 mile driving schedule of 765 seconds duration. The test was started with the vehicle in a warmed-up condition. This condition was defined as at least 7.5 miles of cyclic operation having occurred within the preceding thirty-five minute period. The vehicle was operated at 50 miles per hour for a period of three minutes. Within one minute of the end of this cruise period, the vehicle was brought to an idle condition and the test was started. A CVS sample bag was used to collect dilute exhaust for the purpose of emission and fuel economy calculations. Load settings, inertia weights and the speed and underhood cooling fan temperature tolerances of the HFET are identical to those of the Federal Test Procedure.

2.6.5 Modal Exhaust Emission Test Procedure

Modal Emission Measurements were made on the same 1975 model passenger cars and light trucks subjected to the HFET, also, only during the first Evaluation Test Sequence.

Modal Emission Measurements are comprised of two separate tests; steady states and the Surveillance Driving Sequence. Each test was preceded by a soak period no longer than twenty minutes from the last sustained period of vehicle operation. At the end of the soak, the vehicle was operated on the dynamometer for a period of three minutes at 50 miles per hour. During this time, dynamometer speed and power settings were checked and adjusted as necessary. Within one minute after the end of the 50 mph cruise, the vehicle was brought to idle and the test was begun.

Steady state emissions were collected using the CVS bag technique. Measurements were taken at each speed successively from idle through 5, 10, 15, 30, 45 and 60 miles per hour. Dilute emissions were also continuously monitored and recorded on the strip chart recorders. At each speed, equilibrium of speed and all analyzer traces were maintained for at least 30 seconds before sampling was started. A minimum sample volume of two cubic feet and a minimum sample time of three minutes was collected for analysis in the sample bag.

Following a second preconditioning at 50 miles per hour, the vehicle was again brought to idle. No sampling was performed during the first 30 seconds of a one minute idle period. In the subsequent 30 seconds, dilute exhaust was directed through the analytical system. At the end of the idle period, the Surveillance Driving Sequence and CVS dilute bag sampling were begun. CVS bag collection and dilute sample monitoring and recording were continued throughout the driving schedule.

The Surveillance Driving Sequence is made up of 32 acceleration and deceleration modes between all possible combinations of the idle, 15, 30, 45 and 60 mph cruise modes. Average acceleration and deceleration rates observed in a survey conducted in the Los Angeles Air Basin are used. In addition, six of the modes are repeated using acceleration and deceleration rates higher and lower than average rates observed in the survey.

2.6.6 Clayton Key Mode Test Procedure

The Clayton Key Mode Test was performed on the same 1975 model passenger cars and light trucks utilized for Highway Fuel Economy and Modal Emission Tests. This test, also, was performed only in connection with the first Evaluation Test Sequence.

This short test, developed by Clayton Manufacturing Company of El Monte, California, consists of three steady state operating conditions from which undiluted exhaust samples are taken by the volumetric procedure.

The Clayton Key Mode Test was preceded by a soak period no longer than 20 minutes from the last sustained period of vehicle operation. At the end of this period, the vehicle was operated a maximum of three minutes at the specified speed and load with the hood open and the cooling fan on. The Federal Test Procedure inertia weight was engaged for this test. The test was performed in the order of high cruise, low cruise and idle. At each speed, equilibrium of vehicle speed and the HC, CO and NO_x analyzer readings were maintained for 30 seconds before the readings were recorded. Operating conditions are listed in the table below.

Clayton Key Mode Test Conditions

Vehicle Class (lbs)	Transmission Range/Gear	Meter Dyno Load hp @ mph	High Cruise (mph)	Low Cruise (mph)	Idle
2000 to 2774	Drive or Third	15 @ 38	36-38	22-25	Automatic Transmission in Drive
2775 to 3774	Drive or High	24 @ 46	44-46	29-32	
3775 and up	Drive or High	30 @ 50	48-50	32-35	

Following this test, a replicate test was performed using the same procedures.

2.6.7 Low Speed Cycle Test Procedure

The Low Speed Cycle Test was performed on the thirty-five 1975 model passenger cars used in the HFET, Clayton Key Mode Test and Modal Emission Measurements. This procedure was also utilized in connection with tests on twenty-five of the 1972 model-year vehicles. The test was performed only in connection with the first Evaluation Test Sequence on each of these vehicles.

The Low Speed Cycle Test is a mass emission test similar to the Federal Test Procedure in that it consists of cold transient, cold stabilized and hot transient portions. The cold transient portion is collected in two parts. The first part is 240 seconds long, covers a distance of 0.82 miles and has an average speed of 12.28 mph. The second part is 412 seconds in duration, covers 0.91 miles with an average speed of 7.97 mph. Corresponding data on the cold stabilized portion are; 658 seconds long, 2.56 miles and 14.01 mph. These same data for the hot transient portion are; 652 seconds long, 1.73 miles and 9.56 mph. Total driving time, excluding the ten minute soak, is 1962 seconds.

Vehicle preconditioning (soak), driving techniques and tolerances are identical to those of the Federal Test Procedure. Sampling techniques are also identical except for the dilute exhaust collection of the cold transient portion in two parts.

2.6.8 High Speed Cycle Test Procedure

The High Speed Cycle Test was also performed on the thirty-five 1975 model passenger cars used in the HFET, Clayton Key Mode Test and

Modal Emission Measurements and the same 1972 models subjected to the Low Speed Cycle Test. This test was performed only in connection with Evaluation Test Sequence #1.

The High Speed Cycle Test is also similar to the FTP in that it contains cold transient, cold stabilized and hot transient test portions. Unlike the Low Speed Cycle Test, the cold transient portion is completed in one part. Data on the cold transient portion are 520 seconds and 3.835 miles long and 26.550 mph. These same data on the cold stabilized portion are 878 seconds and 9.773 miles long and 40.072 mph: and for the hot transient; 520 and 3.835 miles long and 26.550 mph. Total driving time, exclusive of the soak, is 1918 seconds.

Vehicle preconditioning (soak), driving techniques and tolerances are also identical to the Federal Test Procedure as are the sampling techniques.

2.6.9 Federal Short Cycle Test Procedure

The Federal Short Cycle Test was performed at each test point on each of the Phase I and each of the Phase II vehicles which failed the Inspection Test.

The Federal Short Cycle is a 9 mode mass emission test which incorporates the CVS procedures. Its test time is 125 seconds while its distance is 0.7536 miles and average speed is 21.7 mph. The dynamometer loading and transmission shift points are identical to those of the Federal Test Procedure.

For the purpose of this study, the Federal Short Cycle Test was preceded by a six minute soak period which began after a sustained period of vehicle operation. At the start of the soak, the engine is stopped and the vehicle hood closed. The underhood cooling fan is on for the first three minutes and also on for the subsequent period. After the first three minutes the engine is started and allowed to idle in neutral the remaining three minutes. The Federal Short Cycle Test is then conducted with the hood down and the fan on.

2.6.10 Federal Three Mode Test Procedure

Federal Three Mode Tests were also performed at each test point on each of the Phase I vehicles and those Phase II vehicles that failed the Inspection Test.

This test is similar to the Clayton Key Mode Test in that tailpipe sampling by volumetric procedures and three modes of vehicle operation are features of the test. The three steady state operating modes simulate the average power which occurs at the appropriate speed on the FTP. Light-duty vehicles are grouped into four weight classes. Test conditions are shown in the table which follows.

Federal Three Mode Test Procedure Conditions

Vehicle Class (lbs)	Transmission Range/Gear	Mode		
		High Speed Speed @ Act Hp	Low Speed Speed @ Act Hp	Idle
Up to 2500	Drive/3rd	50 @ 21	30 @ 9	Auto. Trans in Neutral and Drive
2501 to 3500	Drive/High	50 @ 26	30 @ 12	
3501 to 4500	Drive/High	50 @ 31	30 @ 15	Manual Trans in Neutral
above 4500	Drive/High	50 @ 36	30 @ 18	

For the purpose of this study, also, the Federal Three Mode Test was preceded by a six minute soak. The soak procedures, including fan operation, the position of the hood and engine starting and operation are identical to those preceding the Federal Short Cycle described above. During the test, the vehicle was operated, hood down, fan on, at each mode until the emission readings became stable. During the test, the FTP specified inertia weight was engaged.

2.6.11 Converter Efficiency Test

The Converter Efficiency Test was performed on each of the converter equipped 1975 model-year Phase I and Phase II 1975/1976 model-year vehicles at each of the test points. This test was performed in conjunction with the Federal Three Mode Test.

As designed, the Converter Efficiency Test involves measurements to determine exhaust hydrocarbons (HC), carbon monoxide (CO), oxides of nitrogen (NO_x) and oxygen (O_2) concentration at two points in the exhaust stream; one before the converter (downstream of any secondary or injected air) and one after the converter. The probes installed in the exhaust system during the vehicle preparation procedures were utilized for this purpose. Regarding this test, note should be taken of the fact that tailpipe (after converter) HC, CO and NO_x measurements are provided as part of the Federal Three Mode Test so only the additional tailpipe O_2 and before catalyst HC, CO, NO_x and O_2 readings are required to complete the Converter Efficiency Test.

This test furnishes an indication of converter efficiency, although not absolute. Providing a sufficient amount of oxygen is available, the indication of a catalyst in good working order is a relatively large reduction (say 70 percent and more) in HC and CO from before to after the material. If sufficient O_2 is not available, HC and CO reduction may be nearly zero. Under this latter condition, the catalyst may be in good working order although no indication of this is provided.

2.6.12 Two Speed Idle Test

The Two Speed Idle Test was performed on all Phase I and Phase II vehicles in conjunction with the Evaluation Test Sequence. The Sun EPA 75 HC/CO analyzer situated in the dynamometer area was used for this purpose.

The Two Speed Idle Test is a two mode test which entails volumetric HC, CO and NO_x emission measurement while the engine is operated in the order of 2250 ± 100 engine revolutions per minute (rpm), no load, and idle in neutral. The engine is operated in each of these modes until the emissions are stable. These stable readings are then recorded. The test is conducted with the hood closed and a cooling fan in use.

2.6.12.1 Inspection Test

The Inspection Test was performed on all Phase II vehicles as part of the screening process.

This test is similar to the Two Speed Idle Test except NO_x emission measurements are not taken. The Inspection Test was performed using the Sun EPA 75 HC/CO analyzer situated in the vehicle maintenance area. The failure limits were based solely on HC and CO emission measurements at the low speed idle condition (curb idle in neutral). These limits were selected to fail 35 percent of the respective segments of the vehicle population with 36 percent of the failures related to HC and 64 percent of the failures related to CO. Such criterion produced; a number of vehicles which fail HC only (6%); a number which fail CO only (20%); and a different number which fail both (13%).

Inspection Test Failure Limits

Model Year	Rejection Limit	
	HC	CO
1975-1976	greater than 250 ppm n-hexane equivalent	greater than 2.0 mole percent
1972-1974	greater than 400 ppm n-hexane equivalent	greater than 5.5 mole percent

The Inspection Test was generally performed within 15 minutes of the arrival of the vehicle at the inspection site. The site is situated about four miles from the edge of the population center, which information is provided to indicate the vehicle was in a warmed-up condition prior to the test. In this same regard, the high speed idle segment of the test, which is performed firstly, serves to precondition the engine prior to the low speed idle emission measurements.

2.6.13 Fuel Lead (Pb) Test

The as-received tank fuel was tested for lead content using a chemical reagent process. The test was performed in conjunction with vehicle preparation operations. In addition to the reagent, the test kit consists of an ultra-violet light source to accelerate the reaction and a colorimeter to measure fuel sample color changes attributed to the reagent. Color intensity is related to lead content. The analytical process has a sensititivity of about 0.001 grams lead/gallon of fuel. Fuel lead is damaging to catalyst operation if excessive either in concentration or exposure.

2.6.14 Denver Inspection/Maintenance Evaluation Task Emission Related Maladjustment and Disablement Inspection Procedures

The Emission Related Maladjustment and Disablement Inspection was performed on all Phase I and those Phase II vehicles which failed the Inspection Test and were subsequently subjected to the Evaluation Test Sequences and repair process. This inspection was completed after the first Evaluation Test Sequence but before the engine repair and tune-up process.

The inspection consisted of visual and functional tests of emission related components and systems to determine the extent of maladjustment and disablement to which the test vehicles had been subjected. Details concerning this inspection are provided in the appendices.

Maladjustment and disablement relative to the emission controls may be classified for the purposes of this program as being minor and major. Minor maladjustment would include those actions (or evidence thereof) relating to the maladjustment of some adjustable engine parameter such as ignition timing or idle air/fuel mixture. Major disablement would include those actions (or evidence thereof) which could be construed to be the willful removal, deactivation or alteration of emission related parts or components, or replacement with a part or system which, in essence, does not perform the same function as the original equipment part or system. Major disablement was corrected prior to the performance of further diagnostic and maintenance work on the vehicle.

2.6.15 Denver Inspection/Maintenance Evaluation Task Diagnostic Procedures, Emission-Oriented Tune-up and Documentation Thereof

Engine diagnostic procedures and an emission-oriented tune-up were performed on all Phase I vehicles and those Phase II vehicles that failed the Inspection Test.

Prior to any maintenance work on the vehicle, corrosion, oil and dirt were removed from vital areas to facilitate examination and adjustment of these areas. The examination included an inspection for: broken or cracked parts, hoses, belts, tubing or wires; restricted or binding cables or levers and; leaking fuel, oil, air or coolant around the carburetor, fuel pump, oil filter, valve covers, transmission or air, water and gasoline lines. Following this examination, an operational inspection was made. Such inspection included: starting the engine and listening for ignition misfire, backfire, noisy fan belts, bearings or air injection pump, vacuum or exhaust leaks and determining excessive exhaust smoke, warm-up time, automatic choke release and any additional operational difficulties. Diagnostic checks were then performed.

Engine diagnostic checks were performed following the specific sequence, procedures and specifications covered in the vehicle repair manuals. Such checks included tests to determine the condition of the engine such as timing, dwell, spark plugs, ignition wiring, points, condensor and spark coil as well as other electrical components. Such checks also included tests to determine the condition of the engine vacuum system including vacuum signal lines and the positive crankcase ventilation (PCV) valve and system. An emission analysis to determine the amount of HC and CO in the exhaust at idle and at a no-load condition of 2250 rpm was additionally a part of the diagnostic procedure.

For the purposes of this program, diagnostic procedures also involved a check of maintenance records for the vehicle. If the vehicle was within 1500 miles of manufacturer's major recommended mileage service point and the maintenance record (or lack thereof) indicated prescribed maintenance had not been completed, the manufacturer's emission related service recommendation was performed.

In performing maintenance, the EPA prescribed limitation of $100, which was placed on total emission related parts replacement and labor, was observed. Such limit was based on the total of list (retail) price for parts and flat-rate manual labor allocated to the specific repair (s).

In conjunction with engine emission related maintenance, the need for which was determined during the maladjustment and disablement inspection and the diagnostic procedures, including the maintenance records check, an emission oriented tune-up was performed. Such tune-up was to emission specifications as appearing on the EPA required Engine Emission Control Specification Label and in the service manuals. Any special tools or testing equipment specified by the manufacturer was used during the tuning process. Items not regarded as a part of a normal tune-up were new carburetors or "boil outs", new distributors, head and intake manifold gaskets, valve grinding, and engine overhaul although all of these but valve and cylinder repairs and engine overhaul were regarded as being within the scope of maintenance if so indicated by the diagnostic checks.

After the necessary parts had been replaced or repaired and the engine was adjusted to manufacturer's specifications, a final HC and CO emission check was made. A vehicle which failed the standard after maintenance was re-diagnosed, repaired and re-adjusted using the manufacturer's prescribed procedure. Any alteration of the ignition system or component affecting emissions was followed by a final oscilloscope and emission check.

Each step in the repair process was documented. Such documentation included results of the maladjustment and disablement inspection and the restoration of items on which disablement had been performed, the diagnostic process, the repair process and the emission oriented adjustment process. Also documented were list costs for installed parts and flat rate labor relating both to disablement restoration and to the emission tune-up.

2.6.16 Daily Test Schedule Procedure

The overall schedule was dictated by the tasks to be performed and the time constraints of the program. These factors, in turn, dictated the daily dynamometer utilization and testing rate.

Tests were performed on a three shift per day, six day per week basis. Work shifts began at 8:00 AM, 4:00 PM and 12:00 Midnight. Tests were not generally scheduled between the hours of 8:00 AM and 10:00 AM. This period was utilized to perform the required daily checks. Weekly and monthly checks were performed during both scheduled and unscheduled breaks in the testing schedule. The required maintenance was also performed on this basis. Vehicle throughput was at a rate of about one vehicle each three to three and one-half hours.

2.7 DATA HANDLING

2.7.1 Data Collection

Many of the parameters associated with the test were recorded on strip chart recorders. Included in these parameters were the temperature of the soak area, underhood cooling air wet and dry bulb temperatures and temperature of the CVS dilute sample. Recorders tied in to the Emission Analysis Console were allowed to run continuously during the prescribed calibration, sample measurement and calibration check sequence. The Data General NOVA 2 computer, the primary equipment item in the Data Acquisition System, was utilized to collect and integrate bag and modal data from the CVS tests. Other of the laboratory data were collected and recorded manually.

Upon completion of the vehicle test, all raw data forms, strip chart recordings and computer punch tape and print-outs pertinent to the test were assembled and reviewed for completeness and accuracy. This process included the reduction of temperature traces, verification of completeness and accuracy of analytical operations and verification of the vehicle identification and other information. When this review was completed, the various vehicle test materials were assembled into one test data packet for processing. Machine copies of the strip chart temperature recordings were made for submittal along with the raw data sheets to the EPA's Project Officer in Ann Arbor, Michigan.

2.7.2 Data Processing

Processing was performed by computer operations. Data from the raw data sheets were combined with punch tape data from the Data Acquisition System into a single punch tape and fed into our time-share computer. Within the computer, an edit program was utilized to screen key-punch and logical errors. Corrections were made as necessary and raw data were output for proof reading against the input forms. These output data were further corrected as necessary. The computer processing programs were then applied and finished copy data were output and scrutinized in detail. Questionable data were noted and subsequently returned to the system for further verification and processing.

2.7.3 Calculation of Results

The basic calculations of emission results for several of the tasks were performed by use of the formulae in 37 Federal Register 221, 36 Federal Register 123 and as amended in 38 Federal Register 124. Fuel economy data were calculated using the carbon balance equation as supplied by the EPA. All tests were performed using the Indolene-type fuels. A hydrogen/carbon ratio of 1.85 was assumed for these fuels. The methods used for each test are described in paragraphs which follow.

2.7.3.1 Exhaust Emissions (Federal Test Procedure) - Emission results were calculated as outlined in the Federal Register. In addition, cold start (1972 FTP equivalent) results were calculated by summing the total emissions of the cold transient and cold stabilized phases of the test and dividing the total by 7.5 miles. Hot start results from the cold test were calculated by summing the total emissions of the hot transient and cold stabilized phases and dividing by 7.5 miles to obtain grams per mile. Hot start results from the Hot Start FTP were similarly calculated using total emissions from the hot transient and hot stabilized portions.

2.7.3.2 Highway Fuel Economy - Fuel Economy data were calculated using the CVS emission test results as calculated by the equations of the Federal Register and the fuel economy equation referenced in paragraph 2.7.3. The Highway Fuel Economy Test distance constant of 10.2 miles per test was applied.

2.7.3.3 Modal Emissions - The formulae of the Federal Register were used to calculate modal emissions using the mass flow rate of the CVS, integrated dilute concentration readings and miles per mode. The humidity correction factor of the Federal Register was not applied to modal data. Steady state results were calculated using mass flow rate, sample bag concentrations and the calculated distance traveled per increment of time. Results of the idle mode were calculated in grams per minute. Sample bag test results were computed using the distance constant of 9.789 miles for the SDS. Modal data were combined to produce integrated emission results equivalent to the bag results.

2.7.3.4 Clayton Key Mode Emissions - These data are comprised of tailpipe concentrations which were read directly and required no special treatment.

2.7.3.5 Low and High Speed Cycle Emissions - Data from these two tests were reduced in accordance with equations used in conjunction with the FTP. The distance constants listed in paragraphs 2.6.8 and 2.6.9 were used in place of constants for the FTP.

2.7.3.6 Federal Short Test and Federal Three Mode Emissions - Emission results of the Federal Short Test were calculated in the FTP manner. A distance constant of 0.7536 miles was applied.

The Federal Three Mode Test generates undiluted tailpipe emission data. These data are reported as observed.

2.7.3.7 Converter Efficiency Test - Converter efficiency calculations were performed using exhaust concentrations as measured before and after the catalytic converter. The difference between these two readings was divided by the before converter concentration multiplied by 100. The resulting value is a decrease in the emittant under consideration expressed as a percentage.

2.7.3.8 Two Speed Idle Test (Inspection Test) - These data are comprised of tailpipe concentrations which were read directly and required no reduction.

2.7.3.9 Fuel Lead (Pb) Content Test - The Fuel Lead Test yields a result directly in grams per gallon and was used as reported.

3. DISCUSSION OF TEST RESULTS

Data reporting formats for the Denver phase of the program are those same formats used in reporting data for the Houston, Chicago and Phoenix phases (Publication EPA-460/3-76-001).

Relatively little, if any, discussion accompanies the summarized emission factor development and other of the data since these data are self-explanatory.

3.1 FEDERAL TEST PROCEDURE EMISSIONS AND FUEL ECONOMY

3.1.1 FTP Exhaust Emission Results vs. Model Year

Federal Test Procedure exhaust emission and fuel economy test results for the one hundred and seventeen passenger cars used in emission factors development are shown by model year on the one page comprising Table 3 which follows. Shown also are summarized test results for the ninety 1972, 1974 and 1975 model-year vehicles and the one-hundred and seventeen 1972-1975 model-year vehicles. Data are presented in this manner to facilitate comparison with groups of similar vehicles tested in other sites in the FY-74 emission factors development program. That is, the 90 car subsample is equivalent in vehicle characteristics to similar 90 car samples in Chicago, Houston and Phoenix.

Also shown in Table 3 are the summarized Highway Fuel Economy Test results for the thirty-five 1975 model-year passenger cars tested by this procedure.

TABLE 3

EXHAUST EMISSION TEST RESULTS VS. MODEL YEAR

DENVER

1972 FEDERAL TEST PROCEDURE

			HC		CO		CO2		NOXC		FUEL ECONOMY FTP	
MODEL YEAR	NUMBER OF VEHICLE	AVERAGE MILEAGE	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
1967	0											
1968	0											
1969	0											
1970	0											
1971	0											
1972	25	40911	7.08	5.91	93.5	45.5	485.7	137.4	2.62	1.16	13.6	3.33
1973	27	32801	5.16	1.79	88.8	33.0	524.2	166.4	2.03	1.23	13.1	3.37
1974	30	24633	6.05	5.29	93.5	46.3	520.6	147.0	1.86	0.85	12.9	3.48
1975	35	13526	2.66	1.24	56.1	29.5	546.1	143.3	1.65	0.63	13.8	3.39
TOTALS (#011-510)	0											
TOTALS (#011-100)	90	24835	5.02	4.78	78.9	43.9	520.8	143.4	1.99	0.96	13.4	3.40
TOTALS (#011-127)	117	26674	5.05	4.27	81.2	41.7	521.6	148.3	2.00	1.02	13.3	3.38
TOTALS (#011-230)	0											

1975 FEDERAL TEST PROCEDURE

			HC		CO		CO2		NOXC		FUEL ECONOMY FTP	
MODEL YEAR	NUMBER OF VEHICLE	AVERAGE MILEAGE	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
1967	0											
1968	0											
1969	0											
1970	0											
1971	0											
1972	25	40911	6.53	5.67	84.5	42.3	471.4	132.9	2.68	1.22	14.2	3.41
1973	27	32801	4.60	1.61	81.0	32.7	505.9	157.2	2.06	1.26	13.7	3.49
1974	30	24633	5.15	2.74	83.7	38.5	503.5	140.4	1.85	0.84	13.6	3.52
1975	35	13526	2.22	1.12	48.5	28.5	531.3	137.7	1.62	0.65	14.4	3.55
TOTALS (#011-510)	0											
TOTALS (#011-100)	90	24835	4.40	3.86	70.2	39.7	505.4	137.9	1.99	0.99	14.1	3.49
TOTALS (#011-127)	117	26674	4.44	3.47	72.7	38.4	505.5	141.9	2.01	1.05	14.0	3.48
TOTALS (#011-230)	0											

IN ADDITION 35 1975 YEAR MODEL AUTOMOBILES WERE TESTED FOR HIGHWAY FUEL ECONOMY THE RESULTS ARE:

FUEL ECONOMY	
MEAN	S.D.
19.6	5.19

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

AUTOMOTIVE TESTING LABORATORIES,INC.
19900 E. COLFAX, AURORA, COLO. 80011

3.1.2 Exhaust Emission Test Results for 1975 Model Light Trucks

Ten 1975 model-year light-duty trucks were subjected to the Federal Test Procedure, the Highway Fuel Economy Test and other tests. Exhaust emission and fuel economy test results by the FTP and fuel economy test results by the HFET are summarized for these ten vehicles on the one page comprising Table 4 which follows.

TABLE 4

EXHAUST EMISSION TEST RESULTS FOR 1975 LIGHT-DUTY TRUCKS

DENVER

1972 FEDERAL TEST PROCEDURE

NUMBER OF VEHICLES	AVERAGE MILEAGE	HC		CO		CO2		NOXC		FUEL ECONOMY FTP		FUEL ECONOMY HFET	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
10	14099	2.99	2.00	53.2	32.8	610.9	50.5	1.84	0.77	12.6	0.70	17.9	1.44

1975 FEDERAL TEST PROCEDURE

NUMBER OF VEHICLES	AVERAGE MILEAGE	HC		CO		CO2		NOXC		FUEL ECONOMY FTP		FUEL ECONOMY HFET	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
10	14099	2.53	1.89	45.6	33.7	598.2	49.7	1.75	0.72	13.1	0.74	17.9	1.44

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

3.1.3 Vehicles Meeting Federal Exhaust Emission Standards

3.1.3.1 Vehicles Meeting Federal 1972, 1973/1974 and 1975 Exhaust Emission Standards - Summary data on all emission factors development vehicles tested in the Denver site relative to each of the 1972, 1973/1974 and 1975 Federal Exhaust Emission Standards are presented on the three pages comprising Table 5 which follows.

These data are further summarized below.

Vehicles Meeting 1972 Standards
Ninety 1972, 1974 and 1975 Models

HC (≤3.4 gm/mi)		CO (≤39 gm/mi)		Passed Both	
(No.)	(%)	(No.)	(%)	(No.)	(%)
30	33.3	10	11.1	10	11.1

Vehicles Meeting 1973/1974 Standards
Ninety 1972, 1974 and 1975 Models

HC (≤3.4 gm/mi)		CO (≤39 gm/mi)		NO_{xc} (≤3.0 gm/mi)		Passed All Three	
(No.)	(%)	(No.)	(%)	(No.)	(%)	(No.)	(%)
30	33.3	10	11.1	79	87.8	10	11.1

Vehicles Meeting 1975 Standards
Ninety 1972, 1974 and 1975 Models

HC (≤1.5 gm/mi)		CO (≤15 gm/mi)		NO_{xc} (≤3.1 gm/mi)		Passed All Three	
(No.)	(%)	(No.)	(%)	(No.)	(%)	(No.)	(%)
8	8.9	2	2.2	79	87.8	2	2.2

Vehicles Meeting 1972 Standards
One Hundred and Seventeen 1972-1975 Models

HC (≤3.4 gm/mi)		CO (≤39 gm/mi)		Passed Both	
(No.)	(%)	(No.)	(%)	(No.)	(%)
33	28.2	10	8.5	10	8.5

Vehicles Meeting 1973/1974 Standards
One Hundred and Seventeen 1972-1975 Models

HC (≤3.4 gm/mi)		CO (≤39 gm/mi)		NO_{xc} (≤3.0 gm/mi)		Passed All Three	
(No.)	(%)	(No.)	(%)	(No.)	(%)	(No.)	(%)
33	28.2	10	8.5	102	87.2	10	8.5

Vehicles Meeting 1975 Standards
One Hundred and Seventeen 1972-1975 Models

HC (≤1.5 gm/mi)		CO (≤15 gm/mi)		NO_{xc} (≤3.1 gm/mi)		Passed All Three	
(No.)	(%)	(No.)	(%)	(No.)	(%)	(No.)	(%)
8	6.8	2	1.7	102	87.2	2	1.7

TABLE 5

VEHICLES MEETING FEDERAL STANDARDS

DENVER

1972 FEDERAL STANDARDS

MODEL YEAR	# OF VEH.	HC ≤3.4 GM/MI NO.	HC ≤3.4 GM/MI %	CO ≤39 GM/MI NO.	CO ≤39 GM/MI %	PASSED BOTH NO.	PASSED BOTH %
1967	0						
1968	0						
1969	0						
1970	0						
1971	0						
1972	25	0	0.0	0	0.0	0	0.0
1973	27	3	11.1	0	0.0	0	0.0
1974	30	3	10.0	0	0.0	0	0.0
1975	35	27	77.1	10	28.6	10	28.6
TOTALS (#011-510)	0						
TOTALS (#011-100)	90	30	33.3	10	11.1	10	11.1
TOTALS (#011-127)	117	33	28.2	10	8.5	10	8.5
TOTALS (#011-230)	0						

TABLE 5, CONT'D

VEHICLES MEETING FEDERAL STANDARDS

DENVER

1973/1974 FEDERAL STANDARDS

MODEL YEAR	# OF VEH.	HC ≤3.4 GM/MI NO.	HC ≤3.4 GM/MI %	CO ≤39 GM/MI NO.	CO ≤39 GM/MI %	NOX ≤3.0 GM/MI NO.	NOX ≤3.0 GM/MI %	PASSED ALL THREE NO.	PASSED ALL THREE %
1967	0								
1968	0								
1969	0								
1970	0								
1971	0								
1972	25	0	0.0	0	0.0	17	68.0	0	0.0
1973	27	3	11.1	0	0.0	23	85.2	0	0.0
1974	30	3	10.0	0	0.0	28	93.3	0	0.0
1975	35	27	77.1	10	28.6	34	97.1	10	28.6
TOTALS (#011-510)	0								
TOTALS (#011-100)	90	30	33.3	10	11.1	79	87.8	10	11.1
TOTALS (#011-127)	117	33	28.2	10	8.5	102	87.2	10	8.5
TOTALS (#011-230)	0								

TABLE 5, CONT'D

VEHICLES MEETING FEDERAL STANDARDS

DENVER

1975 FEDERAL STANDARDS

MODEL YEAR	# OF VEH.	HC ≤1.5 GM/MI NO.	HC ≤1.5 GM/MI %	CO ≤15 GM/MI NO.	CO ≤15 GM/MI %	NOX ≤3.1 GM/MI NO.	NOX ≤3.1 GM/MI %	PASSED ALL THREE NO.	PASSED ALL THREE %
1967	0								
1968	0								
1969	0								
1970	0								
1971	0								
1972	25	0	0.0	0	0.0	17	68.0	0	0.0
1973	27	0	0.0	0	0.0	23	85.2	0	0.0
1974	30	0	0.0	0	0.0	28	93.3	0	0.0
1975	35	8	22.9	2	5.7	34	97.1	2	5.7
TOTALS (#011-510)	0								
TOTALS (#011-100)	90	8	8.9	2	2.2	79	87.8	2	2.2
TOTALS (#011-127)	117	8	6.8	2	1.7	102	87.2	2	1.7
TOTALS (#011-230)	0								

3.1.3.2 Light Trucks Meeting Federal Exhaust Emission Standards - Summary data on the ten trucks tested in Denver relative to the 1972 and 1973/1974 light-duty vehicle and the 1975 light-duty truck Federal Exhaust Emission Standards are presented on the one page comprising Table 6 which follows.

TABLE 6

1975 LIGHT-DUTY TRUCKS MEETING FEDERAL STANDARDS

DENVER

1975 FEDERAL STANDARDS FOR LIGHT-DUTY TRUCKS

		HC		CO		NOX		PASSED	
	NO. OF	≤2.0 GM/MI		≤20 GM/MI		≤3.1 GM/MI		ALL THREE	
MODEL	VEH.	NO.	%	NO.	%	NO.	%	NO.	%
CHEVROLET	4	1	25.0	1	25.0	4	100.0	1	25.0
DODGE	1	0	0.0	0	0.0	1	100.0	0	0.0
FORD	4	1	25.0	1	25.0	4	100.0	1	25.0
GMC	1	1	100.0	1	100.0	1	100.0	1	100.0
TOTALS	10	3	30.0	3	30.0	10	100.0	3	30.0

1973/1974 FEDERAL STANDARDS

		HC		CO		NOX		PASSED	
	NO. OF	≤3.4 GM/MI		≤39 GM/MI		≤3.0 GM/MI		ALL THREE	
MODEL	VEH.	NO.	%	NO.	%	NO.	%	NO.	%
CHEVROLET	4	2	50.0	2	50.0	3	75.0	1	25.0
DODGE	1	0	0.0	0	0.0	1	100.0	0	0.0
FORD	4	4	100.0	1	25.0	4	100.0	1	25.0
GMC	1	1	100.0	1	100.0	1	100.0	1	100.0
TOTALS	10	7	70.0	4	40.0	9	90.0	3	30.0

1972 FEDERAL STANDARDS

		HC		CO			
	NO. OF	≤3.4 GM/MI		≤39 GM/MI		PASSED BOTH	
MODEL	VEH.	NO.	%	NO.	%	NO.	%
CHEVROLET	4	2	50.0	2	50.0	2	50.0
DODGE	1	0	0.0	0	0.0	0	0.0
FORD	4	4	100.0	1	25.0	1	25.0
GMC	1	1	100.0	1	100.0	1	100.0
TOTALS	10	7	70.0	4	40.0	4	40.0

3.1.3.3 1972 Vehicles Meeting Federal 1972 Exhaust Emission Standards - Summary data on the 1972 models tested in the Denver site relative to the 1972 Federal Exhaust Emission Standards are presented on the one page comprising Table 7 which follows.

TABLE 7

1972 VEHICLES MEETING 1972 FEDERAL STANDARDS

DENVER

1972 FEDERAL TEST PROCEDURE

MODEL	NO. OF VEH.	HC ≤ 3.4 GM/MI NO.	HC ≤ 3.4 GM/MI %	CO ≤ 39 GM/MI NO.	CO ≤ 39 GM/MI %	PASSED BOTH NO.	PASSED BOTH %
AMC	1	0	0.0	0	0.0	0	0.0
BUICK	1	0	0.0	0	0.0	0	0.0
CADILLAC	1	0	0.0	0	0.0	0	0.0
CHEVROLET	6	0	0.0	0	0.0	0	0.0
CHRYSLER	0						
DODGE	1	0	0.0	0	0.0	0	0.0
FORD	5	0	0.0	0	0.0	0	0.0
LINCOLN	0						
MERCURY	1	0	0.0	0	0.0	0	0.0
OLDSMOBILE	1	0	0.0	0	0.0	0	0.0
PLYMOUTH	2	0	0.0	0	0.0	0	0.0
PONTIAC	2	0	0.0	0	0.0	0	0.0
IMPORTS							
CAPRI	0						
DATSUN	1	0	0.0	0	0.0	0	0.0
OPEL	0						
TOYOTA	1	0	0.0	0	0.0	0	0.0
VW	2	0	0.0	0	0.0	0	0.0
TOTALS	25	0	0.0	0	0.0	0	0.0

3.1.3.4 1973 Vehicles Meeting Federal 1973 Exhaust Emission Standards - Summary data on the 1973 models tested in the Denver site relative to the 1973 Federal Exhaust Emission Standards are presented on the one page comprising Table 8 which follows.

TABLE 8

1973 VEHICLES MEETING 1973 FEDERAL STANDARDS

DENVER

1973 FEDERAL TEST PROCEDURE

		HC		CO		NOX		PASSED	
	NO. OF	≤3.4 GM/MI		≤39 GM/MI		≤3.0 GM/MI		ALL THREE	
MODEL	VEH.	NO.	%	NO.	%	NO.	%	NO.	%
AMC	1	0	0.0	0	0.0	0	0.0	0	0.0
BUICK	1	0	0.0	0	0.0	1	100.0	0	0.0
CADILLAC	1	0	0.0	0	0.0	1	100.0	0	0.0
CHEVROLET	6	1	16.7	0	0.0	6	100.0	0	0.0
CHRYSLER	0								
DODGE	1	0	0.0	0	0.0	0	0.0	0	0.0
FORD	5	0	0.0	0	0.0	5	100.0	0	0.0
LINCOLN	0								
MERCURY	1	0	0.0	0	0.0	1	100.0	0	0.0
OLDSMOBILE	2	1	50.0	0	0.0	2	100.0	0	0.0
PLYMOUTH	2	0	0.0	0	0.0	1	50.0	0	0.0
PONTIAC	2	0	0.0	0	0.0	1	50.0	0	0.0
IMPORTS									
CAPRI	0								
DATSUN	1	0	0.0	0	0.0	1	100.0	0	0.0
MAZDA	0								
OPEL	1	0	0.0	0	0.0	1	100.0	0	0.0
TOYOTA	1	0	0.0	0	0.0	1	100.0	0	0.0
VW	2	1	50.0	0	0.0	2	100.0	0	0.0
TOTALS	27	3	11.1	0	0.0	23	85.2	0	0.0

3.1.3.5 1974 Vehicles Meeting Federal 1974 Exhaust Emission Standards - Summary data on the 1974 models tested in the Denver site relative to the 1974 Federal Exhaust Emission Standards are presented on the one page comprising Table 9 which follows.

TABLE 9

1974 VEHICLES MEETING 1974 FEDERAL STANDARDS

DENVER

1974 FEDERAL TEST PROCEDURE

MODEL	NO. OF VEH.	HC ≤3.4 GM/MI NO.	HC ≤3.4 GM/MI %	CO ≤39 GM/MI NO.	CO ≤39 GM/MI %	NOX ≤3.0 GM/MI NO.	NOX ≤3.0 GM/MI %	PASSED ALL THREE NO.	PASSED ALL THREE %
AMC	1	0	0.0	0	0.0	1	100.0	0	0.0
BUICK	2	0	0.0	0	0.0	1	50.0	0	0.0
CADILLAC	0								
CHEVROLET	6	3	50.0	0	0.0	6	100.0	0	0.0
CHRYSLER	0								
DODGE	2	0	0.0	0	0.0	2	100.0	0	0.0
FORD	5	0	0.0	0	0.0	5	100.0	0	0.0
LINCOLN	1	0	0.0	0	0.0	1	100.0	0	0.0
MERCURY	1	0	0.0	0	0.0	1	100.0	0	0.0
OLDSMOBILE	3	0	0.0	0	0.0	2	66.7	0	0.0
PLYMOUTH	2	0	0.0	0	0.0	2	100.0	0	0.0
PONTIAC	2	0	0.0	0	0.0	2	100.0	0	0.0
IMPORTS									
CAPRI	0								
DATSUN	1	0	0.0	0	0.0	1	100.0	0	0.0
MAZDA	1	0	0.0	0	0.0	1	100.0	0	0.0
OPEL	0								
TOYOTA	1	0	0.0	0	0.0	1	100.0	0	0.0
VW	2	0	0.0	0	0.0	2	100.0	0	0.0
TOTALS	30	3	10.0	0	0.0	28	93.3	0	0.0

3.1.3.6 **1975 Vehicles Meeting Federal 1975 Exhaust Emission Standards** - Summary data on the 1975 models tested in the Denver site relative to the 1975 Federal Exhaust Emission Standards are presented on the one page comprising Table 10 which follows.

TABLE 10

1975 VEHICLES MEETING 1975 FEDERAL STANDARDS

DENVER

1975 FEDERAL TEST PROCEDURE

	NO. OF	HC ≤1.5 GM/MI		CO ≤15 GM/MI		NOX ≤3.1 GM/MI		PASSED ALL THREE	
MODEL	VEH.	NO.	%	NO.	%	NO.	%	NO.	%
AMC	1	0	0.0	0	0.0	0	0.0	0	0.0
BUICK	3	0	0.0	0	0.0	3	100.0	0	0.0
CADILLAC	1	0	0.0	0	0.0	1	100.0	0	0.0
CHEVROLET	6	3	50.0	1	16.7	6	100.0	1	16.7
CHRYSLER	1	0	0.0	0	0.0	1	100.0	0	0.0
DODGE	2	0	0.0	0	0.0	2	100.0	0	0.0
FORD	5	2	40.0	1	20.0	5	100.0	1	20.0
LINCOLN	0								
MERCURY	2	1	50.0	0	0.0	2	100.0	0	0.0
OLDSMOBILE	3	0	0.0	0	0.0	3	100.0	0	0.0
PLYMOUTH	2	0	0.0	0	0.0	2	100.0	0	0.0
PONTIAC	3	1	33.3	0	0.0	3	100.0	0	0.0
IMPORTS									
AUDI	0								
CAPRI	1	0	0.0	0	0.0	1	100.0	0	0.0
COLT	0								
DATSUN	1	0	0.0	0	0.0	1	100.0	0	0.0
FIAT	0								
HONDA	1	0	0.0	0	0.0	1	100.0	0	0.0
MAZDA	0								
MERC.-BENZ	0								
MG	0								
OPEL	0								
PORSCHE	0								
TOYOTA	1	0	0.0	0	0.0	1	100.0	0	0.0
VW	2	1	50.0	0	0.0	2	100.0	0	0.0
VOLVO	0								
TOTALS	35	8	22.9	2	5.7	34	97.1	2	5.7

AUTOMOTIVE TESTING LABORATORIES,INC.
19900 E. COLFAX, AURORA, COLO. 80011

3.2 HIGHWAY FUEL ECONOMY AND EMISSIONS

Fuel economy and emission data developed by the Highway Fuel Economy Test are summarized in the one page comprising Table 11 which follows.

TABLE 11

HIGHWAY FUEL ECONOMY TEST

DENVER

MFG.	NUMBER OF VEHICLE	AVERAGE MILEAGE	HC		CO		CO2		NOXC		FUEL ECONOMY FTP	
			MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
A.M.C.	1	8197	1.09	0.00	8.3	0.0	324.9	0.0	2.76	0.00	26.0	0.00
G.M.	16	12645	1.09	1.19	35.5	39.3	441.9	83.3	1.70	0.80	17.7	3.78
CHRY.	5	14956	0.95	0.71	23.5	16.3	399.8	110.6	2.37	0.62	20.2	4.41
FORD	7	18224	0.83	0.81	27.8	22.3	460.6	66.8	1.79	0.66	17.5	2.96
IMPORTS	6	10092	1.15	0.53	25.4	18.6	246.8	47.6	2.52	1.56	30.6	3.89
TRUCKS	10	14099	0.66	0.46	15.7	13.3	469.8	44.8	2.42	1.34	17.9	1.44
TOTALS	45	13654	0.95	0.85	26.6	27.5	417.7	100.4	2.08	1.05	19.2	4.50

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

3.3 MODAL EMISSIONS AND FUEL ECONOMY

Mean modal emissions and fuel economy data developed by the Surveillance Driving Sequence and Steady State Procedures are summarized on the one page comprising Table 12 which follows.

Within the Surveillance Driving Sequence, the highest mass HC and NO_x emissions were measured during the acceleration modes with the deceleration modes producing the lowest HC and NO_x emissions. The same is true for CO emissions with accelerations at the higher speeds producing the greatest mass CO emission. Best fuel economy during the Surveillance Driving Sequence appears during the deceleration modes, particularly those encompassing the higher speeds.

Steady state data indicate a general lowering of mass HC and CO emissions as the off-idle speed increases. NO_x emissions, however, increase with increasing speed. Of the steady state speeds measured, best fuel economy appears at 30 miles per hour.

Agreement between the actual bag and calculated bag results is well within 5 percent for each of the exhaust components measured.

TABLE 12

SUMMARY OF MODAL EMISSIONS RESULTS ON 45 1975 MODEL-YEAR VEHICLES

DENVER

MODE NO.	FROM-TO (MPH)	DISTANCE (MILES)	TIME (SEC)	HC	CO	CO2	NOX	FUEL ECON
1	00-30	0.0602	12	5.62	180.7	1015.2	3.90	6.74
2	30-00	0.0741	16	1.20	23.8	316.9	0.47	24.78
3	00-15	0.0201	8	4.21	121.8	1148.7	2.03	6.56
4	15-30	0.0705	11	2.55	72.6	712.4	2.23	10.63
5	30-45	0.1360	13	1.90	63.4	600.0	2.91	12.58
6	45-30	0.1268	12	0.81	11.1	212.1	0.54	38.23
7	30-60	0.2163	17	3.96	233.8	661.1	3.00	8.53
8	60-45	0.1716	12	0.90	13.4	242.3	1.06	33.34
9	45-60	0.2043	14	1.99	101.3	587.1	3.46	11.79
10	60-15	0.3367	30	1.07	12.8	229.9	0.76	35.02
11	15-60	0.3136	26	3.83	209.0	684.5	3.52	8.66
12	60-00	0.1973	21	1.49	14.8	239.7	0.82	33.14
13	00-60	0.3313	32	3.88	199.3	732.5	3.72	8.39
14	60-30	0.2994	23	1.04	13.1	221.8	0.80	36.13
15	30-15	0.0579	9	0.77	18.0	240.6	0.48	32.71
16	15-00	0.0173	8	2.13	52.4	599.2	0.67	12.89
17	00-45	0.1759	22	3.89	151.6	782.4	3.63	8.59
18	45-15	0.1392	16	1.00	14.1	216.4	0.45	36.71
19	15-45	0.1528	18	3.13	133.0	730.7	3.36	9.35
20	45-00	0.1304	19	1.21	17.1	256.4	0.49	30.90
21	00-60	0.2654	25	5.11	286.1	766.3	3.35	7.20
22	60-00	0.2634	28	1.33	16.5	244.1	0.78	32.36
23	00-30	0.0737	15	3.82	117.4	914.4	3.37	7.99
24	30-60	0.3134	25	2.40	125.1	604.0	3.31	10.98
25	60-30	0.2362	18	1.11	13.5	215.9	0.83	36.89
26	30-00	0.0444	10	1.07	24.0	327.3	0.66	24.09
27	00-60	0.4009	38	2.97	136.8	679.6	3.69	9.82
28	60-00	0.3293	35	1.17	16.1	246.9	0.79	32.16
29	00-30	0.0886	18	3.19	99.8	826.6	2.73	8.93
30	30-60	0.2599	21	3.17	186.2	625.4	2.85	9.56
31	60-30	0.1813	14	1.14	14.1	213.2	0.89	37.13
32	30-00	0.0592	13	1.13	25.1	313.5	0.56	24.89
	TOTAL CALCULATED RESULTS			1.95	73.5	464.6	2.01	15.14
	TOTAL BAG RESULTS			1.91	73.1	470.9	2.07	15.00
33	IDLE			0.28	6.1	76.3	0.06	102.18
34	5 MPH STEADY STATE			3.12	61.5	950.2	0.62	8.40
35	10 MPH STEADY STATE			1.66	30.3	594.3	0.35	13.71
36	15 MPH STEADY STATE			1.17	21.9	415.2	0.32	19.58
37	30 MPH STEADY STATE			0.70	12.3	349.7	0.85	23.91
38	45 MPH STEADY STATE			0.55	10.6	372.6	1.27	22.70
39	60 MPH STEADY STATE			0.91	28.4	441.2	2.85	18.16

EMISSION RESULTS IN GRAMS PER MILE (PER MINUTE FOR IDLE)

FUEL ECONOMY IN MILES PER GALLON (MINUTES PER GALLON FOR IDLE)

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

3.4 CLAYTON KEY MODE AND REPLICATE EMISSIONS

Clayton Key Mode results from the forty-five vehicles subjected to this test are summarized on the one page comprising Table 13 which follows. A replicate of this test was performed. Summarized results are an average of the two tests on each vehicle.

The units in Table 13 are: CO in mole percent (NDIR); HC in ppm n-hexane (NDIR) and NO_x in ppm (CL as NO).

TABLE 13

SUMMARY OF CLAYTON KEY MODE MEASUREMENTS

DENVER

		HIGH CRUISE			LOW CRUISE			IDLE		
	NO.	CO	HC	NOX	CO	HC	NOX	CO	HC	NOX
LIGHT-DUTY TRUCKS										
CHEVROLET	4	0.93	43	816.71	1.88	78	245.26	2.68	108	60.94
DODGE	1	0.03	10	860.48	0.12	10	969.48	1.60	87	66.64
FORD	4	0.55	52	845.05	0.42	50	368.16	0.75	63	104.64
GMC	1	0.03	27	945.68	0.03	25	317.39	0.03	20	171.73
DOMESTICS										
AMC	1	0.57	90	1990.91	1.22	155	1966.02	1.70	202	358.34
BUICK	3	3.12	92	713.27	2.77	132	195.52	1.51	153	46.26
CADILLAC	1	9.90	290	116.17	3.45	170	399.30	2.90	290	95.08
CHEVROLET	6	2.04	89	764.46	0.77	53	545.73	1.81	111	161.46
CHRYSLER	1	2.20	30	1157.22	0.07	10	563.11	0.05	25	78.16
DODGE	2	0.11	43	1354.15	1.17	143	1423.26	7.37	392	50.85
FORD	5	0.92	46	825.42	1.08	46	277.20	1.75	83	75.18
LINCOLN	0									
MERCURY	2	1.11	70	890.74	1.57	71	142.69	2.37	138	79.66
OLDSMOBILE	3	3.30	142	643.31	2.02	139	257.71	1.72	168	81.67
PLYMOUTH	2	1.49	82	1182.10	0.42	68	1474.52	1.76	66	59.62
PONTIAC	3	4.10	155	511.92	1.02	83	489.10	0.85	122	67.32
IMPORTS										
AUDI	0									
BMW	0									
CAPRI	1	6.65	205	202.04	8.75	325	126.28	7.55	270	61.13
COLT	0									
DATSUN	1	1.30	145	1654.94	1.10	175	1231.87	3.40	252	65.13
FIAT	0									
HONDA	1	2.80	115	660.37	1.80	52	126.28	2.15	90	41.59
MAZDA	0									
MERC.-BENZ	0									
MG	0									
OPEL	0									
PORSCHE	0									
SAAB	0									
SUBARU	0									
TOYOTA	1	1.18	57	798.59	1.15	30	86.68	3.95	205	52.11
VW	2	0.97	135	1128.01	1.85	173	371.57	2.76	122	48.60
VOLVO	0									
TOTALS	45	1.92	87	854.73	1.43	88	501.15	2.17	133	90.23

3.5 LOW AND HIGH SPEED CYCLE EMISSIONS AND FUEL ECONOMY

3.5.1 Low Speed Driving Cycle

As mentioned earlier, the Low Speed Cycle Test is similar to the 1975 Federal Test Procedure in that it consists of cold transient, cold stabilized and hot transient test portions. The hot transient portion follows a 10 minute soak. Total driving time, exclusive of the soak, is 1962 seconds. Driving techniques and tolerances are identical to those of the FTP.

Sampling techniques are also identical to those of the FTP although gathering of emissions from the cold transient portion requires two sample bags; one sample bag for the first 240 seconds of the sequence and another for the remaining 412 seconds of this portion. Exhaust emissions from each of the other portions are gathered in individual sample bags.

Calculations of results are done in accordance with those prescribed for the FTP. The mileages and times for use in the calculations are listed below.

Phase	Bag	Time (secs.)	Distance (Miles)	Average Speed (mph)
Cold Transient	1	240	0.82	12.28
Cold Transient (cont.)	2	412	0.91	7.97
Cold Stabilized	3	658	2.56	14.01
Hot Transient	4	652	1.73	9.56

Low Speed Driving Cycle emission and fuel economy test results for twenty-five 1972 and thirty-five 1975 models from the site are summarized on the one page comprising Tables 14 and 15 which follows the next paragraph.

3.5.2 High Speed Driving Cycle

This cycle is also similar to the 1975 Federal Test Procedure in that it consists of cold transient, cold stabilized and hot transient portions. The hot transient portion follows a ten minute soak. Total driving time, exclusive of the soak, is 1918 seconds. Driving techniques and tolerances are identical to those of the FTP. Sampling techniques are also identical to those of the FTP; exhaust emissions and background air from each of the portions are gathered in individual sample bags.

Calculations of results are done in accordance with those prescribed for the FTP. The mileages and times for use in the calculations are listed below.

Phase	Bag	Time (secs.)	Distance (Miles)	Average Speed (mph)
Cold Transient	1	520	3.835	26.550
Cold Stabilized	2	878	9.773	40.072
Hot Transient	3	520	3.835	26.550

High Speed Driving Cycle emission and fuel economy test results for the twenty-five 1972 and thirty-five 1975 models from each site are summarized in the one page comprising Tables 14 and 15 which follow this paragraph.

TABLE 14

SUMMARY OF LOW SPEED CYCLE MEASURMENTS

DENVER

1975 FEDERAL TEST PROCEDURE

MODEL YEAR	NUMBER OF VEHICLES	HC		CO		CO2		NOXC		FUEL ECONOMY FTP	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
1967	0										
1968	0										
1969	0										
1970	0										
1971	0										
1972	25	9.14	7.69	121.7	57.8	589.1	185.9	2.41	1.07	11.0	3.01
1973	0										
1974	0										
1975	35	3.20	1.60	56.9	36.1	671.6	178.1	1.55	0.68	11.5	2.79
TOTALS	60	5.67	5.85	83.9	56.1	637.2	184.4	1.91	0.96	11.3	2.88

TABLE 15

SUMMARY OF HIGH SPEED CYCLE MEASURMENTS

DENVER

1975 FEDERAL TEST PROCEDURE

MODEL YEAR	NUMBER OF VEHICLES	HC		CO		CO2		NOXC		FUEL ECONOMY FTP	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
1967	0										
1968	0										
1969	0										
1970	0										
1971	0										
1972	25	4.64	4.62	55.1	24.7	392.1	112.7	3.74	1.60	18.0	4.57
1973	0										
1974	0										
1975	35	1.47	0.90	36.1	27.5	437.3	112.9	1.96	1.02	17.8	4.51
TOTALS	60	2.79	3.41	44.0	27.8	418.4	114.1	2.70	1.55	17.9	4.50

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

3.6 FEDERAL SHORT CYCLE AND FEDERAL THREE MODE TEST EMISSIONS

On the three pages comprising Table 16 which follows this paragraph are shown Federal Test Procedure, Federal Short Cycle and Federal Three Mode test results from one hundred 1975 model-year vehicles in the Denver site.

The Federal Short Test was developed using time in mode (i.e. idle, acceleration, steady state and deceleration) criteria to represent a shortened version of the LA-4 (FTP Driving Schedule). Sampling techniques are similar to those used with the Federal Test Procedure but only one CVS bag is utilized. Results from this test are compared with FTP results as a means to correlate the results from the two tests.

The Federal Three Mode Test consists of three steady state operating modes similar to the Clayton Key Mode Test with the dynamometer loads simulating the average power which occurs at the appropriate speed on the FTP. For this test, all light-duty vehicles are grouped into four weight classes. The FTP inertia weights were engaged during the test. The vehicle is operated in each mode until exhaust emissions stabilize. Undiluted emissions are then measured by volume concentration.

In Table 16, units are as follows:

HC, CO, CO_2 and NO_x in grams per mile for the Federal Test Procedure.

HC, CO, CO_2 and NO_x in grams per mile for the Federal Short Test.

HC in ppm n-hexane (NDIR), CO in mole percent (NDIR) and NO_x in ppm (CL as NO) for the Federal Three Mode Test.

TABLE 16

SUMMARY OF FEDERAL SHORT TEST,FEDERAL THREE MODE TEST & FEDERAL TEST PROCEDURE 1975 YEAR MODEL VEHICLES

DENVER

MAKE	NUMBER OF VEHICLES	TEST FEDERAL TEST PROCEDURE	HC		CO		CO2		NOX	
			MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
AMC	6	FEDERAL TEST PROCEDURE	1.91	0.84	31.90	22.18	482.0	89.6	3.24	1.69
		FEDERAL SHORT TEST	1.26	0.54	12.21	9.77	399.5	70.5	3.18	1.47
		FEDERAL THREE MODE 50 MPH	70.83	35.84	0.77	0.64			1923.94	850.57
		30 MPH	99.17	47.79	0.36	0.30			1356.89	800.47
	5 VEHICLES	IDLE DRIVE	137.00	93.05	1.40	1.47			225.11	148.59
		IDLE NEUTRAL	120.50	73.14	1.86	1.70			85.65	27.46
BUICK	5	FEDERAL TEST PROCEDURE	2.57	0.92	62.49	27.40	525.9	89.1	1.26	0.29
		FEDERAL SHORT TEST	2.16	1.15	66.57	55.31	406.0	51.3	0.75	0.47
		FEDERAL THREE MODE 50 MPH	115.00	49.87	4.63	0.79			484.95	290.70
		30 MPH	139.00	63.19	4.29	1.50			446.61	560.77
	5 VEHICLES	IDLE DRIVE	343.00	165.67	4.30	2.33			167.79	180.56
		IDLE NEUTRAL	306.00	174.44	4.62	2.22			37.08	24.70
CADILLAC	1	FEDERAL TEST PROCEDURE	6.71	0.00	163.21	0.00	622.8	0.0	1.25	0.00
		FEDERAL SHORT TEST	4.98	0.00	103.82	0.00	521.0	0.0	1.08	0.00
		FEDERAL THREE MODE 50 MPH	310.00	0.00	10.00	0.00			62.13	0.00
		30 MPH	340.00	0.00	9.80	0.00			106.07	0.00
	1 VEHICLES	IDLE DRIVE	700.00	0.00	9.00	0.00			32.07	0.00
		IDLE NEUTRAL	1000.00	0.00	9.00	0.00			20.04	0.00
CHEVROLET	16	FEDERAL TEST PROCEDURE	1.66	0.94	37.59	27.22	529.1	126.7	1.62	0.57
		FEDERAL SHORT TEST	1.28	0.87	26.81	28.53	429.9	104.6	1.17	0.60
		FEDERAL THREE MODE 50 MPH	65.31	44.92	1.12	1.19			870.55	305.96
		30 MPH	68.12	60.38	0.88	1.30			502.82	232.97
	14 VEHICLES	IDLE DRIVE	117.86	119.56	1.78	2.65			180.32	170.49
		IDLE NEUTRAL	121.37	110.65	2.15	2.75			50.98	21.74
CHRYSLER	1	FEDERAL TEST PROCEDURE	3.36	0.00	97.41	0.00	551.1	0.0	2.09	0.00
		FEDERAL SHORT TEST	2.22	0.00	46.06	0.00	465.9	0.0	2.67	0.00
		FEDERAL THREE MODE 50 MPH	150.00	0.00	4.80	0.00			819.07	0.00
		30 MPH	170.00	0.00	3.40	0.00			1244.32	0.00
	1 VEHICLES	IDLE DRIVE	200.00	0.00	5.20	0.00			65.13	0.00
		IDLE NEUTRAL	190.00	0.00	5.80	0.00			56.12	0.00
DODGE	5	FEDERAL TEST PROCEDURE	3.94	0.66	86.32	31.64	534.4	120.5	1.94	0.25
		FEDERAL SHORT TEST	2.86	0.75	49.98	35.19	441.9	94.5	2.11	0.59
		FEDERAL THREE MODE 50 MPH	99.00	53.55	2.14	2.06			856.14	215.41
		30 MPH	173.00	68.70	2.04	1.17			816.64	245.55
	5 VEHICLES	IDLE DRIVE	312.00	123.37	4.28	2.49			54.78	28.91
		IDLE NEUTRAL	329.00	141.00	5.96	2.80			37.68	13.27
FORD	14	FEDERAL TEST PROCEDURE	2.55	2.73	61.92	74.58	607.4	117.4	1.48	0.52
		FEDERAL SHORT TEST	1.83	2.38	39.40	63.98	502.7	103.5	1.17	0.46
		FEDERAL THREE MODE 50 MPH	68.39	59.87	1.87	2.07			788.72	423.37
		30 MPH	77.86	57.67	2.16	2.34			289.95	255.42
	11 VEHICLES	IDLE DRIVE	256.36	259.89	4.67	3.54			65.36	41.56
		IDLE NEUTRAL	145.89	187.44	2.59	3.12			39.26	16.20
LINCOLN	1	FEDERAL TEST PROCEDURE	1.31	0.00	35.28	0.00	832.5	0.0	1.62	0.00
		FEDERAL SHORT TEST	0.88	0.00	31.48	0.00	690.9	0.0	0.85	0.00
		FEDERAL THREE MODE 50 MPH	20.00	0.00	1.50	0.00			552.87	0.00
		30 MPH	35.00	0.00	3.00	0.00			116.17	0.00
	1 VEHICLES	IDLE DRIVE	95.00	0.00	3.80	0.00			59.12	0.00
		IDLE NEUTRAL	50.00	0.00	2.30	0.00			45.09	0.00
MERCURY	5	FEDERAL TEST PROCEDURE	1.24	0.49	32.94	10.36	666.6	97.9	1.65	0.68
		FEDERAL SHORT TEST	0.82	0.42	17.48	10.45	549.5	70.6	1.19	0.49
		FEDERAL THREE MODE 50 MPH	47.00	41.47	1.66	1.45			742.96	513.30
		30 MPH	70.00	79.77	1.80	2.13			318.40	121.51
	5 VEHICLES	IDLE DRIVE	121.00	112.94	2.40	2.60			70.16	39.44
		IDLE NEUTRAL	69.00	68.7	1.16	1.41			43.29	8.34
OLDSMOBILE	5	FEDERAL TEST PROCEDURE	2.51	0.88	56.91	27.52	532.6	44.0	1.49	0.44
		FEDERAL SHORT TEST	1.43	0.84	23.54	15.94	439.8	23.8	1.19	0.74
		FEDERAL THREE MODE 50 MPH	128.00	27.97	2.83	0.61			750.83	279.30
		30 MPH	130.00	47.43	1.75	1.26			562.47	464.66
	5 VEHICLES	IDLE DRIVE	144.00	127.35	0.93	1.99			207.94	153.27
		IDLE NEUTRAL	185.00	171.1	0.87	1.86			86.66	57.42
PLYMOUTH	6	FEDERAL TEST PROCEDURE	3.31	1.47	75.03	37.62	551.8	80.4	1.40	0.24
		FEDERAL SHORT TEST	2.45	1.15	43.20	27.10	450.4	71.0	1.54	0.41
		FEDERAL THREE MODE 50 MPH	110.00	35.07	2.97	1.09			953.07	462.88
		30 MPH	126.67	41.79	1.88	0.56			921.88	452.23
	5 VEHICLES	IDLE DRIVE	217.00	95.24	4.08	2.99			68.42	30.35
		IDLE NEUTRAL	195.00	123.3	4.15	2.74			50.10	17.28
PONTIAC	6	FEDERAL TEST PROCEDURE	2.01	1.26	50.41	30.95	549.3	147.8	2.14	1.85
		FEDERAL SHORT TEST	0.81	0.77	18.71	23.66	456.0	120.2	1.85	1.43
		FEDERAL THREE MODE 50 MPH	106.67	74.14	2.76	1.73			992.89	635.07
		30 MPH	72.50	50.47	1.29	1.25			765.78	776.28
	6 VEHICLES	IDLE DRIVE	87.50	114.09	1.77	3.99			130.29	113.24
		IDLE NEUTRAL	155.00	171.1	1.86	3.79			62.95	41.50

TABLE 16 CONT'D

SUMMARY OF FEDERAL SHORT TEST,FEDERAL THREE MODE TEST & FEDERAL TEST PROCEDURE
1975 YEAR MODEL VEHICLES

DENVER

MAKE	NUMBER OF VEHICLES	FEDERAL TEST PROCEDURE	HC MEAN	HC S.D.	CO MEAN	CO S.D.	CO2 MEAN	CO2 S.D.	NOX MEAN	NOX S.D.
AUDI	1	FEDERAL TEST PROCEDURE	1.64	0.00	8.64	0.00	360.5	0.0	1.17	0.00
		FEDERAL SHORT TEST	1.07	0.00	3.68	0.00	298.9	0.0	0.74	0.00
	FEDERAL THREE MODE	50 MPH	180.00	0.00	1.65	0.00			1318.98	0.00
		30 MPH	140.00	0.00	0.40	0.00			583.59	0.00
	0 VEHICLES	IDLE DRIVE	0.00	0.00	0.00	0.00			0.00	0.00
		IDLE NEUTRAL	90.00	0.0	0.20	0.00			77.16	0.00
BMW	2	FEDERAL TEST PROCEDURE	1.01	0.23	26.13	17.07	591.2	146.6	0.67	0.17
		FEDERAL SHORT TEST	2.24	2.81	25.54	30.03	472.5	124.3	0.47	0.13
	FEDERAL THREE MODE	50 MPH	12.50	10.61	1.02	1.38			311.25	225.87
		30 MPH	12.50	10.61	1.75	2.33			122.26	94.96
	0 VEHICLES	IDLE DRIVE	0.00	0.00	0.00	0.00			0.00	0.00
		IDLE NEUTRAL	1005.00	1407.1	2.95	4.03			63.30	56.92
CAPRI	1	FEDERAL TEST PROCEDURE	2.48	0.00	66.09	0.00	453.0	0.0	0.91	0.00
		FEDERAL SHORT TEST	0.50	0.00	3.14	0.00	453.0	0.0	0.61	0.00
	FEDERAL THREE MODE	50 MPH	215.00	0.00	6.25	0.00			389.06	0.00
		30 MPH	315.00	0.00	8.90	0.00			166.68	0.00
	1 VEHICLES	IDLE DRIVE	272.50	0.00	8.35	0.00			87.18	0.00
		IDLE NEUTRAL	222.50	0.0	8.65	0.00			65.64	0.00
COLT	1	FEDERAL TEST PROCEDURE	2.76	0.00	48.17	0.00	411.9	0.0	0.98	0.00
		FEDERAL SHORT TEST	1.60	0.00	29.70	0.00	338.9	0.0	0.76	0.00
	FEDERAL THREE MODE	50 MPH	40.00	0.00	1.60	0.00			737.16	0.00
		30 MPH	85.00	0.00	1.00	0.00			337.87	0.00
	0 VEHICLES	IDLE DRIVE	0.00	0.00	0.00	0.00			0.00	0.00
		IDLE NEUTRAL	75.00	0.0	3.20	0.00			36.07	0.00
DATSUN	3	FEDERAL TEST PROCEDURE	2.18	0.28	40.94	10.39	318.6	22.0	1.88	0.22
		FEDERAL SHORT TEST	1.50	0.08	24.40	7.23	267.3	20.3	1.42	0.36
	FEDERAL THREE MODE	50 MPH	140.00	50.00	2.38	0.55			1385.34	141.53
		30 MPH	126.67	14.43	2.60	1.40			692.79	139.01
	1 VEHICLES	IDLE DRIVE	275.00	0.00	3.60	0.00			59.12	0.00
		IDLE NEUTRAL	106.67	20.8	1.48	0.30			44.42	3.52
FIAT	2	FEDERAL TEST PROCEDURE	1.45	0.97	33.26	19.39	358.9	45.7	2.82	1.81
		FEDERAL SHORT TEST	0.73	0.63	14.04	11.97	295.5	32.7	2.73	1.41
	FEDERAL THREE MODE	50 MPH	112.50	53.03	4.55	3.04			1219.43	527.92
		30 MPH	60.00	42.43	1.65	1.91			725.81	99.78
	0 VEHICLES	IDLE DRIVE	0.00	0.00	0.00	0.00			0.00	0.00
		IDLE NEUTRAL	1015.00	1393.0	4.84	6.73			44.59	24.80
HONDA	2	FEDERAL TEST PROCEDURE	1.86	0.19	32.31	27.60	278.1	12.6	1.15	0.46
		FEDERAL SHORT TEST	1.23	0.08	21.47	18.18	227.1	13.7	0.99	0.30
	FEDERAL THREE MODE	50 MPH	147.50	67.18	3.40	2.83			1672.35	1858.29
		30 MPH	155.00	49.50	2.15	1.77			796.21	633.72
	0 VEHICLES	IDLE DRIVE	0.00	0.00	0.00	0.00			0.00	0.00
		IDLE NEUTRAL	197.50	95.5	2.25	0.49			80.39	54.17
MAZDA	2	FEDERAL TEST PROCEDURE	3.07	2.30	20.78	13.36	844.3	257.3	0.64	0.02
		FEDERAL SHORT TEST	5.10	6.89	45.58	58.71	567.5	16.9	0.41	0.02
	FEDERAL THREE MODE	50 MPH	5.00	7.07	0.12	0.11			368.58	86.88
		30 MPH	5.00	7.07	0.05	0.00			96.91	23.68
	0 VEHICLES	IDLE DRIVE	0.00	0.00	0.00	0.00			0.00	0.00
		IDLE NEUTRAL	5.00	7.1	0.06	0.06			26.55	3.54
MERC.-BENZ	1	FEDERAL TEST PROCEDURE	1.23	0.00	17.97	0.00	682.1	0.0	1.81	0.00
		FEDERAL SHORT TEST	1.11	0.00	7.04	0.00	548.8	0.0	1.22	0.00
	FEDERAL THREE MODE	50 MPH	40.00	0.00	1.15	0.00			522.16	0.00
		30 MPH	35.00	0.00	1.00	0.00			94.19	0.00
	1 VEHICLES	IDLE DRIVE	60.00	0.00	2.10	0.00			35.07	0.00
		IDLE NEUTRAL	45.00	0.0	1.00	0.00			32.07	0.00
MG	1	FEDERAL TEST PROCEDURE	0.75	0.00	21.12	0.00	452.4	0.0	0.81	0.00
		FEDERAL SHORT TEST	0.39	0.00	11.31	0.00	375.6	0.0	0.57	0.00
	FEDERAL THREE MODE	50 MPH	40.00	0.00	1.45	0.00			788.35	0.00
		30 MPH	40.00	0.00	0.40	0.00			296.91	0.00
	0 VEHICLES	IDLE DRIVE	0.00	0.00	0.00	0.00			0.10	0.00
		IDLE NEUTRAL	30.00	0.0	1.00	0.00			61.13	0.00
OPEL	1	FEDERAL TEST PROCEDURE	2.57	0.00	49.08	0.00	387.2	0.0	1.63	0.00
		FEDERAL SHORT TEST	1.98	0.00	34.79	0.00	326.6	0.0	0.98	0.00
	FEDERAL THREE MODE	50 MPH	110.00	0.00	2.40	0.00			2190.00	0.00
		30 MPH	140.00	0.00	3.10	0.00			563.11	0.00
	1 VEHICLES	IDLE DRIVE	135.00	0.00	3.50	0.00			103.55	0.00
		IDLE NEUTRAL	110.00	0.0	2.80	0.00			77.16	0.00
PORSCHE	2	FEDERAL TEST PROCEDURE	2.25	0.18	33.28	9.46	411.7	35.0	1.26	0.13
		FEDERAL SHORT TEST	1.59	0.53	23.57	4.29	358.1	62.8	1.08	0.23
	FEDERAL THREE MODE	50 MPH	45.00	7.07	0.75	0.64			06.45	347.50
		30 MPH	60.00	28.28	0.67	0.74			409.53	72.40
	0 VEHICLES	IDLE DRIVE	0.00	0.00	0.00	0.00			0.00	0.00
		IDLE NEUTRAL	65.00	7.1	1.37	1.03			77.66	6.38

TABLE 16 CONT'D

SUMMARY OF FEDERAL SHORT TEST,FEDERAL THREE MODE TEST & FEDERAL TEST PROCEDURE
1975 YEAR MODEL VEHICLES

DENVER

MAKE	NUMBER OF VEHICLES		TEST FEDERAL TEST PROCEDURE	HC		CO		CO2		NOX	
				MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
SAAB	1		FEDERAL TEST PROCEDURE	3.31	0.00	10.23	0.00	346.6	0.0	2.67	0.00
			FEDERAL SHORT TEST	2.75	0.00	9.10	0.00	265.0	0.0	2.18	0.00
		FEDERAL THREE MODE	50 MPH	90.00	0.00	0.50	0.00			2588.18	0.00
			30 MPH	120.00	0.00	0.50	0.00			1144.77	0.00
		0 VEHICLES	IDLE DRIVE	0.00	0.00	0.00	0.00			0.00	0.00
			IDLE NEUTRAL	1550.00	0.0	1.15	0.00			82.17	0.00
SUBARU	1		FEDERAL TEST PROCEDURE	2.95	0.00	24.83	0.00	293.7	0.0	2.26	0.00
			FEDERAL SHORT TEST	2.06	0.00	15.50	0.00	252.5	0.0	1.80	0.00
		FEDERAL THREE MODE	50 MPH	145.00	0.00	0.65	0.00			2065.57	0.00
			30 MPH	135.00	0.00	1.90	0.00			583.59	0.00
		0 VEHICLES	IDLE DRIVE	0.00	0.00	0.00	0.00			0.00	0.00
			IDLE NEUTRAL	290.00	0.0	1.50	0.00			44.09	0.00
TOYOTA	3		FEDERAL TEST PROCEDURE	2.21	0.27	32.97	7.96	362.5	27.2	2.36	0.21
			FEDERAL SHORT TEST	1.47	0.65	24.06	6.18	319.2	15.7	1.46	0.55
		FEDERAL THREE MODE	50 MPH	105.33	71.70	0.46	0.27			2289.54	696.82
			30 MPH	145.00	39.69	1.46	0.31			1119.11	283.17
		1 VEHICLES	IDLE DRIVE	125.00	0.00	3.30	0.00			58.12	0.00
			IDLE NEUTRAL	327.67	495.7	0.71	0.32			58.12	27.79
VW	4		FEDERAL TEST PROCEDURE	2.80	1.49	33.10	18.67	311.9	57.1	1.85	0.87
			FEDERAL SHORT TEST	1.70	0.74	23.09	17.17	257.6	47.0	1.34	0.62
		FEDERAL THREE MODE	50 MPH	135.00	54.01	2.20	1.94			1500.31	700.52
			30 MPH	153.75	79.10	1.36	1.03			775.86	438.90
		1 VEHICLES	IDLE DRIVE	110.00	0.00	3.30	0.00			9.02	0.00
			IDLE NEUTRAL	138.00	96.3	2.89	2.43			56.12	20.39
VOLVO	1		FEDERAL TEST PROCEDURE	2.12	0.00	67.75	0.00	403.7	0.0	1.00	0.00
			FEDERAL SHORT TEST	1.31	0.00	49.03	0.00	339.1	0.0	0.57	0.00
		FEDERAL THREE MODE	50 MPH	120.00	0.00	3.80	0.00			696.21	0.00
			30 MPH	90.00	0.00	2.80	0.00			327.63	0.00
		1 VEHICLES	IDLE DRIVE	80.00	0.00	2.80	0.00			48.10	0.00
			IDLE NEUTRAL	35.00	0.0	0.80	0.00			34.07	0.00

3.7 DENVER INSPECTION/MAINTENANCE EVALUATION TASK VEHICLE TEST RESULTS

3.7.1 Federal Test Procedure Results

FTP emission and fuel economy results for the Denver Inspection/Maintenance Evaluation Task vehicles are summarized on the forty-two pages comprising Table 17 which follows.

These data are further summarized below where HC, CO, CO_2 and NO_x emissions are presented in grams per mile. Any discrepancies which may appear in these summarized data are due to mathematical rounding of certain of the data.

Summary of 1975 FTP Results
73 Passed 1975/1976 Model Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	1.72	36.18	554.4	1.73	14.4
After Mtce.	1.45	30.57	567.2	1.62	14.3
Improvement	0.26	5.61	-12.8	0.12	-0.07
Improvement (%)	15.4	15.5	- 2.3	6.7	-0.5

Summary of 1975 FTP Results
22 Passed 1974 Model Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	5.44	81.36	527.1	1.88	13.2
After Mtce.	4.24	58.28	554.6	1.94	13.5
Improvement	1.20	23.08	-27.6	-0.05	0.25
Improvement (%)	22.1	28.08	- 5.2	-2.8	1.9

Summary of 1975 FTP Results
16 Passed 1973 Model Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	3.95	70.82	586.4	2.04	12.5
After Mtce.	3.81	55.62	604.1	2.15	12.6
Improvement	0.14	15.20	-17.7	-0.11	0.12
Improvement (%)	3.6	21.5	- 3.0	-5.2	0.9

Summary of 1975 FTP Results
14 Passed 1972 Model Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	4.42	68.66	516.2	2.96	13.9
After Mtce.	4.18	62.63	548.0	2.82	13.5
Improvement	0.24	6.03	-31.5	0.14	-0.45
Improvement (%)	5.3	8.8	- 6.1	4.8	-3.2

Summary of 1975 FTP Results
112 (All) 1975/1976 Model Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	2.30	49.90	535.0	1.71	14.3
After Mtce.	1.70	35.56	559.3	1.58	14.3
Improvement	0.60	14.34	-24.3	0.13	0.00
Improvement (%)	26.1	28.7	- 4.5	7.4	0.0

Summary of 1975 FTP Results
30 (All) 1974 Model Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	5.15	83.67	503.5	1.85	13.6
After Mtce.	4.12	59.13	533.2	1.87	13.9
Improvement	1.04	24.84	-29.7	-0.02	0.26
Improvement (%)	20.1	29.3	-5.9	-1.0	1.9

Summary of 1975 FTP Results
27 (All) 1973 Model Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	4.60	80.99	505.9	2.06	13.7
After Mtce.	4.01	58.59	529.0	2.11	14.0
Improvement	0.59	22.40	-23.1	-0.04	0.30
Improvement (%)	12.7	27.7	- 4.6	-2.1	2.2

Summary of 1975 FTP Results
25 (All) 1972 Model Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	6.53	84.47	471.4	2.68	14.2
After Mtce.	4.16	59.07	516.4	2.61	14.3
Improvement	2.37	25.40	-44.9	0.07	0.06
Improvement (%)	36.3	30.1	- 9.5	2.5	0.4

Summary of 1975 FTP Results
124 Failed 1975/1976 Model Phase I and II Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	3.54	78.35	506.9	1.52	13.8
After Mtce.	2.08	47.04	563.0	1.31	13.8
Improvement	1.46	31.31	-56.0	0.21	-0.05
Improvement (%)	41.3	40.0	-11.1	13.6	-0.3

Summary of 1975 FTP Results
31 Failed 1974 Model Phase I and II Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	5.83	89.26	441.0	1.82	14.8
After Mtce.	4.62	63.18	480.9	1.64	14.9
Improvement	1.21	26.08	-39.9	0.18	0.12
Improvement (%)	20.7	29.2	- 9.0	9.7	0.8

Summary of 1975 FTP Results
53 Failed 1973 Model Phase I and II Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	6.25	95.52	445.5	1.76	14.4
After Mtce.	4.98	65.15	482.9	1.75	14.8
Improvement	1.28	30.37	-37.4	0.02	0.34
Improvement (%)	20.4	31.8	- 8.4	1.1	2.4

Summary of 1975 FTP Results
50 Failed 1972 Model Phase I and II Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	7.01	92.35	419.9	2.40	15.1
After Mtce.	5.06	60.60	465.3	2.36	15.4
Improvement	1.95	31.75	-45.3	0.04	0.28
Improvement (%)	27.9	34.4	-10.8	1.8	1.9

TABLE 17

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	0.88	0.2	10.35	1.8	585.7	15.5	4.18	3.1	14.7
CHRYSLER	5	2.37	1.4	43.00	22.1	556.7	118.4	1.65	0.4	14.0
FORD	20	1.53	0.7	37.94	20.8	636.4	116.8	1.55	0.5	12.7
GENERAL MOTORS	27	1.61	0.7	37.48	21.3	582.5	99.6	1.80	0.9	13.7
IMPORTS	19	1.99	0.9	33.40	15.5	424.5	185.1	1.61	0.8	18.4
NO. OF CYL.										
2	2	3.07	2.3	20.78	13.4	844.3	257.3	0.64	0.0	10.0
4	17	1.82	0.6	34.62	15.3	357.8	60.6	1.71	0.9	21.2
6	11	1.44	0.8	25.64	13.7	494.3	60.8	1.78	0.6	16.5
8	43	1.69	0.8	40.21	21.8	634.1	93.6	1.78	1.0	12.6
DISPLACEMENT										
LESS THAN 151	19	1.95	0.9	33.16	15.4	409.0	174.6	1.60	0.9	19.0
151 - 250	11	1.44	0.8	25.64	13.7	494.3	60.8	1.78	0.6	16.5
251 - 350	19	1.91	0.9	43.25	23.4	557.1	47.9	1.64	1.1	14.1
MORE THAN 350	24	1.51	0.7	37.80	20.6	695.0	73.7	1.89	1.0	11.7
INERTIA WEIGHT										
1800 - 2799	17	2.03	0.9	32.29	13.5	410.6	184.8	1.63	0.9	19.0
2800 - 3799	19	1.45	0.9	27.51	18.8	502.6	70.9	1.70	0.6	16.1
3800 - 4799	27	1.78	0.8	42.75	23.0	610.3	74.2	1.88	1.3	13.0
4800 - 5799	10	1.52	0.5	41.54	14.9	746.6	59.4	1.59	0.4	10.9
ALL VEHICLES	73	1.72	0.8	36.18	19.8	554.4	152.2	1.73	0.9	14.4

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	0.92	0.2	10.72	1.9	561.1	1.4	3.83	3.1	15.3
CHRYSLER	5	1.55	1.0	32.34	20.8	585.1	138.6	1.56	0.6	13.8
FORD	20	1.22	0.3	28.73	10.8	675.6	143.3	1.59	0.6	12.2
GENERAL MOTORS	27	1.29	0.4	32.19	16.9	593.4	96.3	1.64	0.9	13.7
IMPORTS	19	1.96	0.8	31.85	16.4	412.0	120.7	1.39	0.6	19.0
NO. OF CYL.										
2	2	2.36	0.8	15.90	2.6	611.8	36.7	0.70	0.0	13.8
4	17	1.83	0.9	32.58	16.9	369.0	62.8	1.46	0.6	20.8
6	11	1.27	0.8	25.33	16.5	498.3	66.1	1.64	0.6	16.4
8	43	1.31	0.3	31.80	14.6	661.2	105.9	1.72	1.0	12.4
DISPLACEMENT										
LESS THAN 151	19	1.89	0.9	30.83	16.8	394.5	97.2	1.38	0.6	19.8
151 - 250	11	1.27	0.8	25.33	16.5	498.3	66.1	1.64	0.6	16.4
251 - 350	19	1.35	0.3	30.94	14.7	572.8	44.1	1.51	1.0	14.2
MORE THAN 350	24	1.27	0.4	32.49	14.9	731.2	85.9	1.88	1.0	11.3
INERTIA WEIGHT										
1800 - 2799	17	2.01	0.9	30.99	16.0	390.6	102.1	1.40	0.6	19.9
2800 - 3799	19	1.18	0.6	23.27	15.3	511.0	67.1	1.58	0.7	16.1
3800 - 4799	27	1.32	0.4	32.39	13.8	648.1	104.7	1.82	1.2	12.6
4800 - 5799	10	1.39	0.3	38.85	15.2	756.1	54.0	1.51	0.5	10.8
ALL VEHICLES	73	1.45	0.7	30.57	15.4	567.2	152.9	1.62	0.9	14.3

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC		CO		CO2		NOXC		FUEL ECONOMY	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	2	-0.04	-4.6	-0.37	-3.6	24.6	4.2	0.35	8.4	0.60	4.1
CHRYSLER	5	0.82	34.6	10.66	24.8	-28.4	-5.1	0.09	5.6	-0.20	-1.4
FORD	20	0.30	19.9	9.22	24.3	-39.2	-6.2	-0.05	-3.2	-0.42	-3.3
GENERAL MOTORS	27	0.32	19.9	5.29	14.1	-10.9	-1.9	0.16	8.8	-0.03	-0.2
IMPORTS	19	0.03	1.4	1.55	4.7	12.5	2.9	0.21	13.3	0.59	3.2
NO. OF CYL.											
2	2	0.71	23.2	4.88	23.5	232.5	27.5	-0.05	-8.1	3.77	37.6
4	17	-0.01	-0.8	2.03	5.9	-11.2	-3.1	0.26	15.1	-0.40	-1.9
6	11	0.17	11.5	0.31	1.2	-4.0	-0.8	0.14	8.1	-0.09	-0.6
8	43	0.38	22.4	8.41	20.9	-27.1	-4.3	0.06	3.4	-0.22	-1.8
DISPLACEMENT											
LESS THAN 151	19	0.06	3.2	2.33	7.0	14.4	3.5	0.23	14.1	0.77	4.1
151 - 250	11	0.17	11.5	0.31	1.2	-4.0	-0.8	0.14	8.1	-0.09	-0.6
251 - 350	19	0.55	29.0	12.32	28.5	-15.7	-2.8	0.13	7.8	0.12	0.9
MORE THAN 350	24	0.24	15.9	5.31	14.1	-36.1	-5.2	0.01	0.4	-0.40	-3.4
INERTIA WEIGHT											
1800 - 2799	17	0.02	0.9	1.30	4.0	19.9	4.9	0.23	14.0	0.94	4.9
2800 - 3799	19	0.27	18.9	4.24	15.4	-8.4	-1.7	0.12	7.2	-0.02	-0.2
3800 - 4799	27	0.46	25.9	10.36	24.2	-37.7	-6.2	0.06	3.0	-0.37	-2.8
4800 - 5799	10	0.13	8.6	2.69	6.5	-9.5	-1.3	0.08	5.0	-0.06	-0.6
ALL VEHICLES	73	0.26	15.4	5.61	15.5	-12.8	-2.3	0.12	6.7	-0.07	-0.5

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	CO2 MEAN	CO2 S.D.	NOXC MEAN	NOXC S.D.	MPG MEAN
VEHICLE MFG.										
AMER. MOTORS	1	5.36	0.0	64.73	0.0	475.9	0.0	2.93	0.0	14.9
CHRYSLER	2	8.59	4.5	118.72	98.1	468.6	79.8	1.64	1.4	13.0
FORD	5	4.45	0.7	73.40	27.3	512.5	134.7	2.03	0.7	13.8
GENERAL MOTORS	11	5.35	3.8	84.47	33.6	603.3	75.6	1.94	1.0	11.8
IMPORTS	3	5.35	1.7	63.86	4.8	327.9	143.1	1.26	0.6	19.9
NO. OF CYL.										
2	1	7.29	0.0	68.27	0.0	493.2	0.0	0.61	0.0	14.2
4	3	4.37	0.3	60.67	3.3	262.4	29.7	1.61	0.2	23.9
6	1	3.00	0.0	54.02	0.0	456.3	0.0	1.58	0.0	16.1
8	17	5.66	3.4	87.39	39.9	579.9	81.0	2.03	1.0	12.1
DISPLACEMENT										
LESS THAN 151	4	5.10	1.5	62.57	4.7	320.1	117.9	1.36	0.5	20.4
151 - 250	1	3.00	0.0	54.02	0.0	456.3	0.0	1.58	0.0	16.1
251 - 350	12	6.33	3.9	99.89	41.0	549.2	68.9	1.73	0.9	12.2
MORE THAN 350	5	4.08	0.5	57.39	12.6	653.7	59.6	2.74	0.8	11.7
INERTIA WEIGHT										
1800 - 2799	4	5.10	1.5	62.57	4.7	320.1	117.9	1.36	0.5	20.4
2800 - 3799	3	4.46	1.3	80.15	36.4	473.1	15.6	1.85	1.0	14.5
3800 - 4799	12	6.05	4.0	90.75	42.0	571.2	68.1	1.80	0.8	12.1
4800 - 5799	3	4.44	0.8	70.05	41.2	680.5	40.8	2.96	1.1	11.0
ALL VEHICLES	22	5.44	3.1	81.36	36.7	527.1	132.8	1.88	0.9	13.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	4.85	0.0	45.99	0.0	527.5	0.0	3.36	0.0	14.4
CHRYSLER	2	4.75	0.2	67.66	22.6	533.2	36.1	1.66	0.6	13.6
FORD	5	4.07	0.8	63.89	15.4	522.1	147.4	1.91	0.6	14.0
GENERAL MOTORS	11	3.84	1.1	55.93	15.3	632.4	79.4	2.03	1.1	12.1
IMPORTS	3	5.44	1.8	55.39	10.5	347.1	147.3	1.35	0.7	19.7
NO. OF CYL.										
2	1	7.46	0.0	65.58	0.0	517.2	0.0	0.57	0.0	13.8
4	3	4.19	0.5	48.22	6.8	271.5	16.6	1.85	0.2	24.6
6	1	2.89	0.0	46.77	0.0	445.1	0.0	1.53	0.0	16.8
8	17	4.14	0.9	60.31	15.7	613.2	72.8	2.06	1.0	12.3
DISPLACEMENT										
LESS THAN 151	4	5.00	1.7	52.56	10.3	332.9	123.6	1.53	0.7	20.6
151 - 250	1	2.89	0.0	46.77	0.0	445.1	0.0	1.53	0.0	16.8
251 - 350	12	4.28	1.1	64.65	14.3	584.6	62.6	1.83	0.8	12.7
MORE THAN 350	5	3.78	0.5	49.88	15.1	682.0	45.1	2.59	1.2	11.5
INERTIA WEIGHT										
1800 - 2799	4	5.00	1.7	52.56	10.3	332.9	123.6	1.53	0.7	20.6
2800 - 3799	3	4.16	1.1	58.70	21.4	483.0	41.6	2.15	1.0	15.1
3800 - 4799	12	3.99	1.0	61.87	12.3	610.9	53.4	1.63	0.6	12.3
4800 - 5799	3	4.28	0.9	51.16	25.0	696.8	56.0	3.50	0.7	11.2
ALL VEHICLES	22	4.24	1.1	58.28	14.8	554.6	137.6	1.94	0.9	13.5

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	CO2 IMPR	CO2 %IMPR	NOXC IMPR	NOXC %IMPR	FUEL ECONOMY IMPR	FUEL ECONOMY %IMPR
VEHICLE MFG.											
AMER. MOTORS	1	0.52	9.7	18.74	28.9	-51.5	-10.8	-0.43	-14.7	-0.50	-3.3
CHRYSLER	2	3.84	44.7	51.06	43.0	-64.6	-13.8	-0.02	-1.2	0.55	4.3
FORD	5	0.38	8.4	9.51	13.0	-9.6	-1.9	0.13	6.2	0.14	1.0
GENERAL MOTORS	11	1.52	28.3	28.54	33.8	-29.1	-4.8	-0.10	-4.9	0.33	2.8
IMPORTS	3	-0.09	-1.7	8.47	13.3	-19.1	-5.8	-0.09	-7.5	-0.27	-1.4
NO. OF CYL.											
2	1	-0.17	-2.4	2.69	3.9	-24.0	-4.9	0.04	6.9	-0.45	-3.2
4	3	0.18	4.2	12.46	20.5	-9.1	-3.5	-0.24	-14.9	0.73	3.1
6	1	0.11	3.7	7.25	13.4	11.2	2.5	0.05	3.1	0.70	4.4
8	17	1.53	27.0	27.08	31.0	-33.3	-5.7	-0.03	-1.6	0.24	2.0
DISPLACEMENT											
LESS THAN 151	4	0.09	1.8	10.01	16.0	-12.8	-4.0	-0.17	-12.4	0.15	0.7
151 - 250	1	0.11	3.7	7.25	13.4	11.2	2.5	0.05	3.1	0.70	4.4
251 - 350	12	2.04	32.3	35.24	35.3	-35.4	-6.4	-0.11	-6.3	0.46	3.8
MORE THAN 350	5	0.30	7.3	7.51	13.1	-28.3	-4.3	0.15	5.6	-0.24	-2.0
INERTIA WEIGHT											
1800 - 2799	4	0.09	1.8	10.01	16.0	-12.8	-4.0	-0.17	-12.4	0.15	0.7
2800 - 3799	3	0.30	6.6	21.45	26.8	-9.9	-2.1	-0.31	-16.5	0.61	4.2
3800 - 4799	12	2.06	34.1	28.88	31.8	-39.7	-7.0	0.17	9.4	0.21	1.7
4800 - 5799	3	0.16	3.5	18.89	27.0	-16.3	-2.4	-0.54	-18.2	0.19	1.8
ALL VEHICLES	22	1.20	22.1	23.08	28.4	-27.6	-5.2	-0.05	-2.8	0.25	1.9

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	1	3.30	0.0	43.49	0.0	387.2	0.0	4.68	0.0	19.0
FORD	2	4.84	0.1	90.57	18.0	594.7	6.6	1.52	0.8	11.8
GENERAL MOTORS	11	3.91	1.0	72.09	18.0	644.9	93.3	1.92	0.9	11.5
IMPORTS	2	3.60	1.3	57.70	13.0	356.0	115.6	1.94	0.2	19.4
NO. OF CYL.										
2	0									
4	2	3.60	1.3	57.70	13.0	356.0	115.6	1.94	0.2	19.4
6	1	3.30	0.0	43.49	0.0	387.2	0.0	4.68	0.0	19.0
8	13	4.05	1.0	74.94	18.6	637.2	87.3	1.86	0.9	11.6
DISPLACEMENT										
LESS THAN 151	2	3.60	1.3	57.70	13.0	356.0	115.6	1.94	0.2	19.4
151 - 250	1	3.30	0.0	43.49	0.0	387.2	0.0	4.68	0.0	19.0
251 - 350	6	4.23	1.1	73.56	8.6	582.2	53.3	1.74	0.7	12.5
MORE THAN 350	7	3.90	0.9	76.11	25.0	684.3	85.1	1.96	1.0	10.9
INERTIA WEIGHT										
1800 - 2799	1	4.55	0.0	66.85	0.0	274.3	0.0	1.82	0.0	22.5
2800 - 3799	3	3.13	0.4	58.06	21.0	454.0	76.2	2.68	1.8	16.0
3800 - 4799	10	4.15	1.1	70.41	17.2	626.3	79.6	1.99	0.9	11.8
4800 - 5799	2	3.89	0.6	93.95	22.2	741.4	38.4	1.45	0.2	9.8
ALL VEHICLES	16	3.95	1.0	70.82	19.4	586.4	137.6	2.04	1.0	12.5

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	1	3.23	0.0	52.85	0.0	403.8	0.0	3.31	0.0	17.9
FORD	2	4.25	0.4	68.45	8.6	664.9	78.4	2.16	1.0	11.3
GENERAL MOTORS	11	3.84	1.3	55.10	16.9	659.4	78.5	2.11	1.3	11.7
IMPORTS	2	3.47	1.5	47.05	14.6	339.6	109.5	1.78	0.1	20.9
NO. OF CYL.										
2	0									
4	2	3.47	1.5	47.05	14.6	339.6	109.5	1.78	0.1	20.9
6	1	3.23	0.0	52.85	0.0	403.8	0.0	3.31	0.0	17.9
8	13	3.90	1.2	57.15	16.4	660.2	75.2	2.12	1.2	11.6
DISPLACEMENT										
LESS THAN 151	2	3.47	1.5	47.05	14.6	339.6	109.5	1.78	0.1	20.9
151 - 250	1	3.23	0.0	52.85	0.0	403.8	0.0	3.31	0.0	17.9
251 - 350	6	3.95	1.3	56.32	19.9	600.2	35.0	1.73	0.6	12.7
MORE THAN 350	7	3.86	1.2	57.87	14.3	711.7	59.8	2.45	1.5	10.9
INERTIA WEIGHT										
1800 - 2799	1	4.52	0.0	57.37	0.0	262.2	0.0	1.85	0.0	24.2
2800 - 3799	3	2.80	0.4	51.66	14.4	466.9	98.1	2.07	1.1	15.9
3800 - 4799	10	4.14	1.3	54.74	18.1	649.7	67.1	2.25	1.3	11.9
4800 - 5799	2	3.30	0.1	65.10	3.2	753.3	48.7	1.92	0.1	10.2
ALL VEHICLES	16	3.81	1.2	55.62	15.5	604.1	141.6	2.15	1.1	12.6

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	0										
CHRYSLER	1	0.07	2.2	-9.36	-21.5	-16.6	-4.3	1.37	29.2	-1.19	-6.2
FORD	2	0.59	12.2	22.12	24.4	-70.2	-11.8	-0.64	-42.0	-0.50	-4.3
GENERAL MOTORS	11	0.07	1.8	16.99	23.6	-14.5	-2.2	-0.19	-10.0	0.19	1.6
IMPORTS	2	0.13	3.6	10.65	18.5	16.4	4.6	0.15	8.0	1.53	7.9
NO. OF CYL.											
2	0										
4	2	0.13	3.6	10.65	18.5	16.4	4.6	0.15	8.0	1.53	7.9
6	1	0.07	2.2	-9.36	-21.5	-16.6	-4.3	1.37	29.2	-1.19	-6.2
8	13	0.15	3.7	17.78	23.7	-23.1	-3.6	-0.26	-14.0	0.08	0.7
DISPLACEMENT											
LESS THAN 151	2	0.13	3.6	10.65	18.5	16.4	4.6	0.15	8.0	1.53	7.9
151 - 250	1	0.07	2.2	-9.36	-21.5	-16.6	-4.3	1.37	29.2	-1.19	-6.2
251 - 350	6	0.28	6.7	17.25	23.4	-18.0	-3.1	0.02	0.9	0.18	1.4
MORE THAN 350	7	0.04	1.0	18.24	24.0	-27.4	-4.0	-0.50	-25.5	0.02	0.2
INERTIA WEIGHT											
1800 - 2799	1	0.03	0.6	9.48	14.2	12.1	4.4	-0.03	-1.6	1.67	7.4
2800 - 3799	3	0.33	10.6	6.40	11.0	-12.9	-2.8	0.61	22.8	-0.05	-0.3
3800 - 4799	10	0.01	0.3	15.67	22.3	-23.3	-3.7	-0.26	-12.9	0.02	0.2
4800 - 5799	2	0.59	15.1	28.85	30.7	-11.9	-1.6	-0.47	-32.4	0.40	4.1
ALL VEHICLES	16	0.14	3.6	15.20	21.5	-17.7	-3.0	-0.11	-5.2	0.12	0.9

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	1	3.95	0.0	39.72	0.0	494.8	0.0	3.74	0.0	15.6
FORD	5	4.29	0.6	59.39	16.3	562.3	114.5	3.90	0.7	13.3
GENERAL MOTORS	6	4.81	1.1	88.87	24.8	558.8	107.5	2.31	1.7	12.4
IMPORTS	2	3.79	0.0	45.68	2.8	286.4	25.2	2.20	1.0	24.0
NO. OF CYL.										
2	0									
4	3	3.95	0.3	52.44	11.9	320.9	62.3	1.88	0.9	21.3
6	1	3.87	0.0	56.54	0.0	363.0	0.0	3.65	0.0	19.1
8	10	4.61	0.9	74.74	28.6	590.6	64.4	3.22	1.5	12.3
DISPLACEMENT										
LESS THAN 151	3	3.95	0.3	52.44	11.9	320.9	62.3	1.88	0.9	21.3
151 - 250	1	3.87	0.0	56.54	0.0	363.0	0.0	3.65	0.0	19.1
251 - 350	4	4.64	1.2	71.64	27.5	529.4	31.1	2.28	1.0	13.5
MORE THAN 350	6	4.59	0.8	76.80	31.6	631.4	43.4	3.84	1.4	11.6
INERTIA WEIGHT										
1800 - 2799	4	3.93	0.2	53.47	9.9	331.4	55.0	2.33	1.1	20.7
2800 - 3799	4	4.18	0.6	63.62	20.0	535.3	40.5	2.66	1.2	13.7
3800 - 4799	5	5.05	1.1	73.07	26.7	612.3	35.6	3.99	1.4	11.9
4800 - 5799	1	4.13	0.0	127.55	0.0	703.3	0.0	1.55	0.0	9.7
ALL VEHICLES	14	4.42	0.8	68.66	26.2	516.5	135.4	2.96	1.4	13.9

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	1	4.18	0.0	53.86	0.0	493.2	0.0	3.47	0.0	15.0
FORD	5	3.62	0.6	49.96	13.4	610.9	145.0	3.51	1.0	12.7
GENERAL MOTORS	6	4.69	0.9	79.57	46.0	595.8	132.8	2.38	1.8	12.1
IMPORTS	2	4.06	0.3	47.91	11.1	274.9	12.6	2.11	1.2	24.4
NO. OF CYL.										
2	0									
4	3	4.56	0.9	57.87	19.0	310.3	61.9	1.70	1.1	21.4
6	1	3.51	0.0	48.19	0.0	373.9	0.0	4.56	0.0	19.3
8	10	4.14	0.8	65.51	38.6	636.8	89.3	2.98	1.3	11.8
DISPLACEMENT										
LESS THAN 151	3	4.56	0.9	57.87	19.0	310.3	61.9	1.70	1.1	21.4
151 - 250	1	3.51	0.0	48.19	0.0	373.9	0.0	4.56	0.0	19.3
251 - 350	4	4.35	1.0	57.84	11.7	559.3	49.4	2.41	0.8	13.4
MORE THAN 350	6	3.99	0.7	70.62	50.2	688.4	70.0	3.37	1.6	10.9
INERTIA WEIGHT										
1800 - 2799	4	4.30	0.9	55.45	16.2	326.2	59.7	2.42	1.7	20.8
2800 - 3799	4	4.03	0.5	51.68	3.4	553.8	43.4	2.51	0.8	13.7
3800 - 4799	5	4.11	1.1	55.66	17.1	674.0	51.2	3.68	1.5	11.5
4800 - 5799	1	4.72	0.0	170.09	0.0	782.3	0.0	1.38	0.0	8.3
ALL VEHICLES	14	4.18	0.8	62.63	33.4	548.0	166.0	2.82	1.4	13.5

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS
ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF VEH	HC		CO		CO2		NOXC		FUEL ECONOMY	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	0										
CHRYSLER	1	-0.23	-5.8	-14.14	-35.6	1.7	0.3	0.27	7.2	-0.56	-3.6
FORD	5	0.67	15.7	9.44	15.9	-48.7	-8.7	0.39	10.0	-0.60	-4.5
GENERAL MOTORS	6	0.12	2.5	9.30	10.5	-37.0	-6.6	-0.07	-3.0	-0.37	-3.0
IMPORTS	2	-0.28	-7.4	-2.22	-4.9	11.5	4.0	0.09	4.2	0.47	2.0
NO. OF CYL.											
2	0										
4	3	-0.61	-15.5	-5.43	-10.4	10.6	3.3	0.18	9.7	0.01	0.0
6	1	0.37	9.5	8.36	14.8	-10.9	-3.0	-0.91	-24.9	0.14	0.7
8	10	0.48	10.3	9.23	12.3	-46.2	-7.8	0.23	7.3	-0.49	-4.0
DISPLACEMENT											
LESS THAN 151	3	-0.61	-15.5	-5.43	-10.4	10.6	3.3	0.18	9.7	0.01	0.0
151 - 250	1	0.37	9.5	8.36	14.8	-10.9	-3.0	-0.91	-24.9	0.14	0.7
251 - 350	4	0.29	6.3	13.81	19.3	-29.9	-5.6	-0.12	-5.3	-0.15	-1.1
MORE THAN 350	6	0.60	13.1	6.18	8.0	-57.0	-9.0	0.47	12.3	-0.65	-5.6
INERTIA WEIGHT											
1800 - 2799	4	-0.37	-9.4	-1.98	-3.7	5.2	1.6	-0.09	-3.9	0.05	0.2
2800 - 3799	4	0.16	3.8	11.94	18.8	-18.5	-3.5	0.15	5.6	0.02	0.1
3800 - 4799	5	0.94	18.7	17.42	23.8	-61.7	-10.1	0.32	7.9	-0.48	-4.0
4800 - 5799	1	-0.59	-14.3	-42.55	-33.4	-79.1	-11.2	0.16	10.6	-1.34	-13.9
ALL VEHICLES	14	0.24	5.3	6.03	8.8	-31.5	-6.1	0.14	4.8	-0.45	-3.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	CO2 MEAN	CO2 S.D.	NOXC MEAN	NOXC S.D.	MPG MEAN
VEHICLE MFG.										
AMER. MOTORS	6	1.91	0.8	31.90	22.2	482.0	89.6	3.24	1.7	16.5
CHRYSLER	15	3.32	1.2	74.68	33.2	557.6	92.8	1.76	0.4	12.9
FORD	25	2.11	2.1	51.91	56.8	639.8	108.8	1.57	0.5	12.2
GENERAL MOTORS	40	2.14	1.2	51.01	32.4	552.8	114.3	1.59	0.8	13.9
IMPORTS	26	2.24	0.9	36.11	16.1	406.2	163.8	1.63	0.8	18.9
NO. OF CYL.										
2	2	3.07	2.3	20.78	13.4	844.3	257.3	0.64	0.0	10.0
4	27	2.21	0.9	39.96	20.3	350.7	56.7	1.64	0.8	21.1
6	17	1.85	0.9	34.53	19.7	469.5	64.9	1.99	0.8	16.8
8	66	2.43	1.7	58.81	44.4	617.9	89.1	1.69	0.9	12.4
DISPLACEMENT										
LESS THAN 151	29	2.27	1.0	38.64	20.3	384.8	146.8	1.57	0.8	19.6
151 - 250	15	1.75	0.9	32.23	18.5	469.7	68.5	1.89	0.7	16.9
251 - 350	29	2.28	1.0	51.16	25.1	544.2	51.3	1.66	1.0	14.0
MORE THAN 350	39	2.55	2.0	64.14	53.5	665.1	80.2	1.76	0.9	11.5
INERTIA WEIGHT										
1800 - 2799	27	2.36	1.0	39.06	20.5	386.7	152.7	1.59	0.8	19.5
2800 - 3799	26	1.77	1.0	33.97	23.1	485.9	78.3	1.83	0.8	16.3
3800 - 4799	43	2.53	1.8	61.11	47.2	597.3	77.8	1.77	1.1	12.7
4800 - 5799	16	2.45	1.5	63.94	39.1	697.9	84.6	1.53	0.4	11.0
ALL VEHICLES	112	2.30	1.4	49.90	37.9	535.0	146.1	1.71	0.9	14.3

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	6	1.88	0.9	36.24	27.9	495.3	55.0	2.58	1.7	15.9
CHRYSLER	15	1.93	1.2	43.54	24.5	611.1	109.9	1.57	0.6	12.9
FORD	25	1.28	0.4	29.50	12.8	687.9	134.6	1.58	0.5	12.0
GENERAL MOTORS	40	1.56	0.8	38.07	24.0	571.9	109.7	1.51	0.8	13.9
IMPORTS	26	2.16	1.0	32.74	16.9	401.2	113.8	1.47	0.6	19.3
NO. OF CYL.										
2	2	2.36	0.8	15.90	2.6	611.8	36.7	0.70	0.0	13.8
4	27	2.06	1.0	34.32	16.3	362.3	59.6	1.46	0.6	21.0
6	17	1.48	0.9	29.72	20.6	489.2	57.3	1.66	0.6	16.4
8	66	1.59	0.8	38.16	22.4	656.3	99.4	1.63	0.9	12.3
DISPLACEMENT										
LESS THAN 151	29	2.08	1.0	33.05	16.4	379.5	86.5	1.41	0.6	20.3
151 - 250	15	1.35	0.8	26.03	15.5	490.1	61.2	1.60	0.6	16.6
251 - 350	29	1.54	0.5	35.21	20.4	567.3	45.0	1.58	0.9	14.1
MORE THAN 350	39	1.67	1.0	41.34	24.4	713.6	87.2	1.70	0.9	11.3
INERTIA WEIGHT										
1800 - 2799	27	2.17	1.0	32.83	16.2	381.7	93.5	1.43	0.6	20.2
2800 - 3799	26	1.30	0.6	24.91	15.2	502.4	70.0	1.59	0.6	16.3
3800 - 4799	43	1.64	0.8	39.34	19.0	643.9	101.1	1.73	1.0	12.5
4800 - 5799	16	1.74	1.1	47.29	30.8	724.0	78.1	1.42	0.5	11.0
ALL VEHICLES	112	1.70	0.9	35.56	20.8	559.3	151.5	1.58	0.8	14.3

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	6	0.03	1.6	-4.34	-13.6	-13.3	-2.8	0.66	20.4	-0.59	-3.6
CHRYSLER	15	1.40	42.0	31.14	41.7	-53.6	-9.6	0.20	11.1	-0.00	-0.0
FORD	25	0.83	39.5	22.41	43.2	-48.1	-7.5	-0.01	-0.4	-0.17	-1.4
GENERAL MOTORS	40	0.58	27.1	12.94	25.4	-19.1	-3.5	0.08	5.1	0.07	0.5
IMPORTS	26	0.08	3.7	3.37	9.3	5.1	1.2	0.16	9.8	0.44	2.3
NO. OF CYL.											
2	2	0.71	23.2	4.88	23.5	232.5	27.5	-0.05	-8.1	3.77	37.6
4	27	0.15	6.7	5.64	14.1	-11.6	-3.3	0.18	10.8	-0.11	-0.5
6	17	0.36	19.7	4.82	13.9	-19.7	-4.2	0.33	16.6	-0.34	-2.0
8	66	0.84	34.7	20.65	35.1	-38.4	-6.2	0.06	3.4	-0.06	-0.5
DISPLACEMENT											
LESS THAN 151	29	0.19	8.3	5.59	14.5	5.2	1.4	0.16	10.2	0.65	3.3
151 - 250	15	0.40	22.8	6.20	19.2	-20.4	-4.4	0.29	15.6	-0.30	-1.8
251 - 350	29	0.74	32.6	15.95	31.2	-23.2	-4.3	0.09	5.2	0.10	0.7
MORE THAN 350	39	0.88	34.5	22.79	35.5	-48.5	-7.3	0.06	3.6	-0.14	-1.3
INERTIA WEIGHT											
1800 - 2799	27	0.19	8.0	6.22	15.9	5.0	1.3	0.16	10.2	0.68	3.5
2800 - 3799	26	0.48	27.0	9.06	26.7	-16.6	-3.4	0.24	13.3	-0.02	-0.2
3800 - 4799	43	0.89	35.4	21.78	35.6	-46.6	-7.8	0.04	2.2	-0.17	-1.3
4800 - 5799	16	0.71	28.8	16.65	26.0	-26.1	-3.7	0.11	7.1	0.03	0.3
ALL VEHICLES	112	0.60	26.1	14.34	28.7	-24.3	-4.5	0.13	7.4	0.00	0.0

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	5.36	0.0	64.73	0.0	475.9	0.0	2.93	0.0	14.9
CHRYSLER	4	6.18	3.8	94.72	63.3	428.7	67.7	1.85	1.0	14.9
FORD	7	4.69	1.2	85.48	38.7	513.4	131.9	1.96	0.6	13.4
GENERAL MOTORS	13	5.19	3.5	89.18	39.0	590.9	106.1	1.94	0.9	11.9
IMPORTS	5	4.86	1.4	61.77	6.8	328.0	101.4	1.22	0.5	20.1
NO. OF CYL.										
2	1	7.29	0.0	68.27	0.0	493.2	0.0	0.61	0.0	14.2
4	6	4.04	0.6	60.44	5.4	297.2	43.1	1.62	0.6	21.9
6	4	3.56	0.4	67.39	10.6	405.9	38.2	1.75	0.6	17.0
8	19	5.73	3.2	95.25	44.4	589.8	82.6	2.01	0.9	11.7
DISPLACEMENT										
LESS THAN 151	7	4.50	1.4	61.55	5.7	325.2	83.9	1.48	0.7	20.3
151 - 250	4	3.56	0.4	67.39	10.6	405.9	38.2	1.75	0.6	17.0
251 - 350	12	6.33	3.9	99.89	41.0	549.2	68.9	1.73	0.9	12.2
MORE THAN 350	7	4.71	1.2	87.29	52.2	659.4	53.0	2.49	0.8	10.9
INERTIA WEIGHT										
1800 - 2799	7	4.50	1.4	61.55	5.7	325.2	83.9	1.48	0.7	20.3
2800 - 3799	6	4.10	0.9	76.00	23.9	431.1	49.2	1.83	0.8	15.7
3800 - 4799	12	6.05	4.0	90.75	42.0	571.2	68.1	1.80	0.8	12.1
4800 - 5799	5	5.18	1.2	106.84	58.3	677.7	36.9	2.52	1.0	10.3
ALL VEHICLES	30	5.15	2.7	83.67	38.5	503.5	140.4	1.85	0.8	13.6

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	4.85	0.0	45.99	0.0	527.5	0.0	3.36	0.0	14.4
CHRYSLER	4	4.03	0.8	62.63	18.9	489.7	54.4	1.71	0.5	14.8
FORD	7	4.18	0.8	67.05	13.8	532.9	139.8	1.81	0.6	13.6
GENERAL MOTORS	13	3.78	1.0	56.65	14.5	619.6	118.9	2.04	1.0	12.3
IMPORTS	5	4.85	1.5	54.32	13.7	344.9	104.7	1.34	0.6	19.9
NO. OF CYL.										
2	1	7.46	0.0	65.58	0.0	517.2	0.0	0.57	0.0	13.8
4	6	3.89	0.6	50.30	11.3	304.9	39.2	1.77	0.5	22.4
6	4	3.32	0.4	58.47	16.2	444.7	4.7	1.49	0.6	16.2
8	19	4.18	0.9	61.72	15.4	624.8	78.3	2.05	0.9	12.1
DISPLACEMENT										
LESS THAN 151	7	4.40	1.5	52.48	11.9	335.2	87.9	1.60	0.7	20.6
151 - 250	4	3.32	0.4	58.47	16.2	444.7	4.7	1.49	0.6	16.2
251 - 350	12	4.28	1.1	64.65	14.3	584.6	62.6	1.83	0.8	12.7
MORE THAN 350	7	4.01	0.7	56.68	17.1	693.7	49.1	2.41	1.1	11.2
INERTIA WEIGHT										
1800 - 2799	7	4.40	1.5	52.48	11.9	335.2	87.9	1.60	0.7	20.6
2800 - 3799	6	3.81	0.8	60.54	17.5	463.8	33.9	1.82	0.9	15.5
3800 - 4799	12	3.99	1.0	61.87	12.3	610.9	53.4	1.63	0.6	12.3
4800 - 5799	5	4.40	0.8	60.17	21.8	707.3	52.5	2.88	1.0	10.9
ALL VEHICLES	30	4.12	1.0	59.13	14.8	533.2	146.4	1.87	0.9	13.9

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	1	0.52	9.7	18.74	28.9	-51.5	-10.8	-0.43	-14.7	-0.50	-3.3
CHRYSLER	4	2.15	34.8	32.09	33.9	-61.1	-14.2	0.14	7.5	-0.09	-0.6
FORD	7	0.51	10.8	18.43	21.6	-19.4	-3.8	0.16	8.1	0.23	1.7
GENERAL MOTORS	13	1.41	27.2	32.53	36.5	-28.8	-4.9	-0.10	-4.9	0.44	3.7
IMPORTS	5	0.01	0.2	7.46	12.1	-16.8	-5.1	-0.11	-9.1	-0.23	-1.1
NO. OF CYL.											
2	1	-0.17	-2.4	2.69	3.9	-24.0	-4.9	0.04	6.9	-0.45	-3.2
4	6	0.15	3.6	10.14	16.8	-7.7	-2.6	-0.15	-9.2	0.48	2.2
6	4	0.24	6.6	8.92	13.2	-38.8	-9.6	0.25	14.6	-0.74	-4.4
8	19	1.55	27.0	33.53	35.2	-35.0	-5.9	-0.04	-1.9	0.36	3.1
DISPLACEMENT											
LESS THAN 151	7	0.10	2.2	9.07	14.7	-10.0	-3.1	-0.12	-8.3	0.22	1.1
151 - 250	4	0.24	6.6	8.92	13.2	-38.8	-9.6	0.25	14.6	-0.74	-4.4
251 - 350	12	2.04	32.3	35.24	35.3	-35.4	-6.4	-0.11	-6.3	0.46	3.8
MORE THAN 350	7	0.70	14.9	30.60	35.1	-34.3	-5.2	0.08	3.4	0.22	2.0
INERTIA WEIGHT											
1800 - 2799	7	0.10	2.2	9.07	14.7	-10.0	-3.1	-0.12	-8.3	0.22	1.1
2800 - 3799	6	0.29	7.0	15.47	20.4	-32.7	-7.6	0.01	0.5	-0.21	-1.3
3800 - 4799	12	2.06	34.1	28.88	31.8	-39.7	-7.0	0.17	9.4	0.21	1.7
4800 - 5799	5	0.78	15.0	46.67	43.7	-29.6	-4.4	-0.36	-14.3	0.58	5.7
ALL VEHICLES	30	1.04	20.1	24.54	29.3	-29.7	-5.9	-0.02	-1.0	0.26	1.9

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	3.40	0.0	41.77	0.0	399.0	0.0	6.33	0.0	18.7
CHRYSLER	3	4.28	0.8	88.26	39.2	404.1	95.8	3.24	1.4	16.0
FORD	6	5.74	2.2	113.59	44.1	497.3	122.1	1.70	0.7	12.8
GENERAL MOTORS	12	4.07	1.1	72.45	17.2	618.5	127.6	1.87	0.9	11.9
IMPORTS	5	4.94	2.0	65.87	20.7	328.7	67.1	1.40	0.5	19.8
NO. OF CYL.										
2	0									
4	7	4.92	1.7	69.21	17.8	323.2	56.6	1.46	0.4	19.8
6	3	3.80	0.8	63.29	35.8	368.0	43.8	4.71	1.6	18.5
8	17	4.61	1.7	88.97	35.7	605.5	99.8	1.85	0.8	11.7
DISPLACEMENT										
LESS THAN 151	7	4.92	1.7	69.21	17.8	323.2	56.6	1.46	0.4	19.8
151 - 250	3	3.80	0.8	63.29	35.8	368.0	43.8	4.71	1.6	18.5
251 - 350	8	4.52	1.1	82.28	18.3	556.4	67.2	1.66	0.7	12.7
MORE THAN 350	9	4.69	2.2	94.92	46.6	649.2	106.9	2.01	0.9	10.9
INERTIA WEIGHT										
1800 - 2799	6	5.30	1.5	72.65	16.8	304.1	28.0	1.36	0.4	20.4
2800 - 3799	6	3.90	1.2	70.12	29.0	421.7	73.4	3.07	2.1	16.3
3800 - 4799	13	4.71	1.9	87.86	40.5	601.8	87.8	2.02	0.8	11.8
4800 - 5799	2	3.89	0.6	93.95	22.2	741.4	38.4	1.45	0.2	9.8
ALL VEHICLES	27	4.60	1.6	80.99	32.7	505.9	157.2	2.06	1.3	13.7

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	2.88	0.0	36.75	0.0	429.7	0.0	2.79	0.0	17.9
CHRYSLER	3	3.33	0.3	54.29	4.5	438.5	88.4	3.27	1.0	16.6
FORD	6	4.45	1.6	74.87	29.1	555.5	141.9	2.10	0.8	12.9
GENERAL MOTORS	12	3.95	1.3	55.93	16.3	631.8	121.3	2.04	1.2	12.1
IMPORTS	5	4.29	2.0	52.40	14.2	324.7	58.4	1.44	0.4	21.1
NO. OF CYL.										
2	0									
4	7	4.21	1.8	53.55	12.8	322.5	48.3	1.52	0.4	21.1
6	3	3.06	0.2	46.77	8.7	402.0	28.6	3.46	0.7	18.3
8	17	4.10	1.3	62.76	22.9	636.4	81.9	2.11	1.1	11.9
DISPLACEMENT										
LESS THAN 151	7	4.21	1.8	53.55	12.8	322.5	48.3	1.52	0.4	21.1
151 - 250	3	3.06	0.2	46.77	8.7	402.0	28.6	3.46	0.7	18.3
251 - 350	8	3.99	1.1	57.76	17.1	582.7	44.2	1.69	0.6	12.9
MORE THAN 350	9	4.20	1.6	67.20	27.3	684.3	79.0	2.48	1.3	11.1
INERTIA WEIGHT										
1800 - 2799	6	4.50	1.7	56.35	11.4	306.8	26.8	1.49	0.5	21.7
2800 - 3799	6	3.14	0.7	51.22	12.7	454.1	79.3	2.36	1.3	16.3
3800 - 4799	13	4.30	1.4	62.03	26.4	631.7	71.2	2.30	1.2	11.9
4800 - 5799	2	3.30	0.1	65.10	3.2	753.3	48.7	1.92	0.1	10.2
ALL VEHICLES	27	4.01	1.4	58.59	20.0	529.0	160.0	2.11	1.1	14.0

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	CO2 IMPR	CO2 %IMPR	NOXC IMPR	NOXC %IMPR	FUEL ECONOMY IMPR	FUEL ECONOMY %IMPR
VEHICLE MFG.											
AMER. MOTORS	1	0.52	15.3	5.02	12.0	-30.7	-7.7	3.54	55.9	-0.80	-4.3
CHRYSLER	3	0.95	22.1	33.97	38.5	-34.3	-8.5	-0.03	-1.0	0.66	4.1
FORD	6	1.30	22.6	38.71	34.1	-58.1	-11.7	-0.40	-23.3	0.13	1.0
GENERAL MOTORS	12	0.12	2.9	16.51	22.8	-13.3	-2.2	-0.17	-9.0	0.21	1.8
IMPORTS	5	0.65	13.2	13.47	20.4	3.9	1.2	-0.04	-2.6	1.28	6.5
NO. OF CYL.											
2	0										
4	7	0.71	14.5	15.66	22.6	0.6	0.2	-0.06	-4.2	1.30	6.5
6	3	0.73	19.4	16.52	26.1	-34.0	-9.2	1.26	26.7	-0.22	-1.2
8	17	0.51	11.0	26.21	29.5	-30.9	-5.1	-0.26	-14.3	0.19	1.6
DISPLACEMENT											
LESS THAN 151	7	0.71	14.5	15.66	22.6	0.6	0.2	-0.06	-4.2	1.30	6.5
151 - 250	3	0.73	19.4	16.52	26.1	-34.0	-9.2	1.26	26.7	-0.22	-1.2
251 - 350	8	0.53	11.8	24.52	29.8	-26.2	-4.7	-0.03	-1.9	0.26	2.0
MORE THAN 350	9	0.48	10.3	27.71	29.2	-35.1	-5.4	-0.47	-23.4	0.14	1.2
INERTIA WEIGHT											
1800 - 2799	6	0.79	15.0	16.30	22.4	-2.7	-0.9	-0.13	-9.4	1.27	6.2
2800 - 3799	6	0.75	19.4	18.90	27.0	-32.4	-7.7	0.70	23.0	-0.01	-0.0
3800 - 4799	13	0.41	8.7	25.83	29.4	-29.9	-5.0	-0.28	-14.0	0.19	1.6
4800 - 5799	2	0.59	15.1	28.85	30.7	-11.9	-1.6	-0.47	-32.4	0.40	4.1
ALL VEHICLES	27	0.59	12.7	22.40	27.7	-23.1	-4.6	-0.04	-2.1	0.30	2.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	31.68	0.0	104.83	0.0	308.6	0.0	1.63	0.0	15.5
CHRYSLER	3	8.96	4.7	142.35	89.8	411.5	120.0	2.22	1.3	13.4
FORD	6	4.47	0.7	61.62	15.6	516.7	151.5	3.89	0.6	14.1
GENERAL MOTORS	11	5.51	1.3	93.23	22.6	533.7	91.5	2.45	1.3	12.7
IMPORTS	4	4.33	0.7	46.17	8.4	318.0	57.8	2.09	0.6	22.0
NO. OF CYL.										
2	0									
4	6	4.49	0.7	53.90	13.8	325.1	56.1	2.24	1.0	20.9
6	3	16.30	14.1	114.12	62.7	315.2	44.9	2.26	1.2	16.2
8	16	5.47	1.7	90.38	41.1	555.6	77.0	2.92	1.3	12.4
DISPLACEMENT										
LESS THAN 151	6	4.49	0.7	53.90	13.8	325.1	56.1	2.24	1.0	20.9
151 - 250	2	8.61	6.7	118.76	88.0	318.5	63.0	2.58	1.5	16.7
251 - 350	8	8.58	9.4	87.02	28.8	474.3	79.5	2.17	0.8	13.9
MORE THAN 350	9	5.61	1.9	94.96	49.3	600.4	65.8	3.44	1.4	11.6
INERTIA WEIGHT										
1800 - 2799	7	8.18	10.4	61.15	23.0	317.2	43.2	2.42	1.1	20.2
2800 - 3799	9	5.97	3.0	88.55	43.9	465.0	90.9	2.28	0.9	14.2
3800 - 4799	8	6.03	1.8	94.90	50.3	584.7	57.6	3.49	1.4	11.8
4800 - 5799	1	4.13	0.0	127.55	0.0	703.3	0.0	1.55	0.0	9.7
ALL VEHICLES	25	6.53	5.7	84.47	42.3	471.4	132.9	2.68	1.2	14.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	2.55	0.0	48.53	0.0	376.0	0.0	1.76	0.0	19.3
CHRYSLER	3	4.27	0.1	62.77	12.5	475.7	100.8	2.96	0.5	15.1
FORD	6	3.47	0.6	49.40	12.1	563.2	174.6	3.22	1.1	13.6
GENERAL MOTORS	11	4.44	0.9	69.63	34.9	590.8	97.7	2.48	1.4	12.4
IMPORTS	4	4.77	1.2	44.43	7.6	307.1	54.0	2.02	0.7	22.6
NO. OF CYL.										
2	0									
4	6	4.55	1.3	50.36	14.7	322.3	51.2	1.79	0.7	21.3
6	3	3.45	0.9	57.91	16.5	372.4	4.5	2.90	1.5	18.7
8	16	4.15	0.8	62.56	30.4	616.1	77.7	2.87	1.2	12.2
DISPLACEMENT										
LESS THAN 151	6	4.55	1.3	50.36	14.7	322.3	51.2	1.79	0.7	21.3
151 - 250	2	3.91	0.6	62.60	20.4	370.6	4.6	3.47	1.5	18.4
251 - 350	8	3.92	0.9	55.24	9.5	534.5	71.8	2.23	0.7	14.0
MORE THAN 350	9	4.18	0.8	67.51	40.0	662.0	70.6	3.31	1.3	11.4
INERTIA WEIGHT										
1800 - 2799	7	3.85	1.1	51.16	12.8	328.2	48.8	2.15	1.2	21.1
2800 - 3799	9	4.26	0.9	54.06	10.7	514.7	82.7	2.32	0.7	14.5
3800 - 4799	8	4.27	1.0	57.76	13.4	649.7	55.0	3.50	1.2	11.8
4800 - 5799	1	4.72	0.0	170.09	0.0	782.3	0.0	1.38	0.0	8.3
ALL VEHICLES	25	4.16	1.0	59.07	25.9	516.4	151.5	2.61	1.2	14.3

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	1	29.13	91.9	56.30	53.7	-67.4	-21.8	-0.12	-7.5	3.81	24.7
CHRYSLER	3	4.69	52.3	79.58	55.9	-64.2	-15.6	-0.74	-33.2	1.72	12.9
FORD	6	1.00	22.4	12.22	19.8	-46.5	-9.0	0.67	17.2	-0.52	-3.7
GENERAL MOTORS	11	1.07	19.4	23.60	25.3	-57.1	-10.7	-0.03	-1.1	-0.30	-2.3
IMPORTS	4	-0.44	-10.3	1.74	3.8	10.9	3.4	0.07	3.3	0.68	3.1
NO. OF CYL.											
2	0										
4	6	-0.07	-1.5	3.55	6.6	2.7	0.8	0.45	20.2	0.41	1.9
6	3	12.85	78.8	56.21	49.3	-57.2	-18.2	-0.64	-28.3	2.46	15.1
8	16	1.32	24.1	27.82	30.8	-60.5	-10.9	0.05	1.9	-0.22	-1.7
DISPLACEMENT											
LESS THAN 151	6	-0.07	-1.5	3.55	6.6	2.7	0.8	0.45	20.2	0.41	1.9
151 - 250	2	4.70	54.6	56.16	47.3	-52.1	-16.4	-0.90	-34.9	1.77	10.6
251 - 350	8	4.66	54.3	31.78	36.5	-60.2	-12.7	-0.06	-2.7	0.10	0.7
MORE THAN 350	9	1.44	25.6	27.46	28.9	-61.6	-10.3	0.14	4.0	-0.20	-1.8
INERTIA WEIGHT											
1800 - 2799	7	4.33	53.0	9.99	16.3	-11.0	-3.5	0.27	11.1	0.88	4.4
2800 - 3799	9	1.71	28.7	34.50	39.0	-49.7	-10.7	-0.04	-1.7	0.23	1.6
3800 - 4799	8	1.76	29.2	37.14	39.1	-65.1	-11.1	-0.00	-0.1	-0.02	-0.1
4800 - 5799	1	-0.59	-14.3	-42.55	-33.4	-79.1	-11.2	0.16	10.6	-1.34	-13.9
ALL VEHICLES	25	2.37	36.3	25.40	30.1	-44.9	-9.5	0.07	2.5	0.06	0.4

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	9	2.53	0.5	48.80	16.5	420.6	52.8	2.45	0.7	17.6
CHRYSLER	29	3.78	1.6	86.96	31.2	538.4	86.6	1.58	0.5	12.9
FORD	16	3.44	2.4	79.76	72.3	620.4	110.1	1.62	0.7	11.7
GENERAL MOTORS	56	3.77	2.5	85.67	33.4	514.3	103.9	1.31	0.5	13.4
IMPORTS	14	2.92	0.8	48.61	18.6	338.1	64.9	1.51	0.7	20.9
NO. OF CYL.										
2	0									
4	24	2.89	1.0	53.54	20.9	342.4	50.8	1.34	0.6	20.4
6	18	2.68	0.6	54.48	19.1	418.4	41.0	1.95	0.9	17.3
8	82	3.92	2.4	90.85	42.3	574.5	79.6	1.47	0.5	12.2
DISPLACEMENT										
LESS THAN 151	24	2.89	1.0	53.54	20.9	342.4	50.8	1.34	0.6	20.4
151 - 250	14	2.73	0.6	53.88	19.6	405.7	35.5	1.80	0.9	17.8
251 - 350	45	3.33	1.3	82.51	31.9	522.0	50.2	1.44	0.6	13.4
MORE THAN 350	41	4.43	3.1	96.66	50.4	621.3	77.6	1.61	0.5	11.3
INERTIA WEIGHT										
1800 - 2799	20	2.95	1.0	54.99	21.7	337.6	56.9	1.30	0.6	20.5
2800 - 3799	28	2.88	0.9	59.99	26.4	437.4	67.6	1.74	0.8	16.4
3800 - 4799	60	3.71	1.9	89.39	44.6	556.5	71.4	1.48	0.5	12.5
4800 - 5799	16	4.82	4.0	98.28	36.5	654.2	72.0	1.53	0.4	10.8
ALL VEHICLES	124	3.54	2.1	78.35	40.2	506.9	119.9	1.52	0.6	13.8

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	9	2.63	0.8	61.59	47.3	448.9	60.9	1.83	0.5	16.0
CHRYSLER	29	1.96	1.0	48.30	21.4	609.5	112.1	1.24	0.5	12.8
FORD	16	1.84	0.9	35.89	24.5	701.0	137.7	1.52	0.6	11.6
GENERAL MOTORS	56	2.01	1.2	49.63	28.1	565.9	108.8	1.13	0.4	13.6
IMPORTS	14	2.50	0.9	37.46	16.0	370.3	75.7	1.60	0.7	20.3
NO. OF CYL.										
2	0									
4	24	2.31	1.1	38.63	14.7	370.0	53.8	1.33	0.7	20.3
6	18	2.24	0.9	49.18	38.7	452.2	46.7	1.51	0.6	16.5
8	82	1.98	1.1	49.03	27.2	643.8	89.0	1.26	0.5	12.2
DISPLACEMENT										
LESS THAN 151	24	2.31	1.1	38.63	14.7	370.0	53.8	1.33	0.7	20.3
151 - 250	14	2.07	0.9	38.35	19.3	438.8	40.7	1.42	0.6	17.6
251 - 350	45	1.85	1.0	49.27	32.3	576.8	48.2	1.21	0.5	13.4
MORE THAN 350	41	2.20	1.2	52.48	28.3	703.1	84.1	1.37	0.5	11.2
INERTIA WEIGHT										
1800 - 2799	20	2.36	1.2	37.93	16.6	365.8	63.4	1.27	0.6	20.5
2800 - 3799	28	2.08	0.9	43.35	33.9	477.0	77.9	1.44	0.6	16.1
3800 - 4799	60	1.99	1.0	50.19	24.6	622.6	76.2	1.25	0.5	12.5
4800 - 5799	16	2.06	1.2	53.08	33.7	736.2	94.9	1.37	0.3	10.7
ALL VEHICLES	124	2.08	1.1	47.04	27.4	563.0	139.6	1.31	0.5	13.8

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	9	-0.10	-3.8	-12.80	-26.2	-28.3	-6.7	0.62	25.3	-1.54	-8.8
CHRYSLER	29	1.81	48.0	38.66	44.5	-71.1	-13.2	0.33	21.1	-0.09	-0.7
FORD	16	1.60	46.4	43.87	55.0	-80.6	-13.0	0.10	6.2	-0.10	-0.9
GENERAL MOTORS	56	1.75	46.5	36.04	42.1	-51.6	-10.0	0.18	13.7	0.22	1.6
IMPORTS	14	0.42	14.4	11.15	22.9	-32.3	-9.6	-0.09	-6.3	-0.64	-3.1
NO. OF CYL.											
2	0										
4	24	0.58	20.2	14.91	27.9	-27.6	-8.1	0.01	0.9	-0.11	-0.5
6	18	0.44	16.5	5.29	9.7	-33.7	-8.1	0.44	22.4	-0.78	-4.5
8	82	1.94	49.5	41.82	46.0	-69.3	-12.1	0.21	14.4	0.04	0.4
DISPLACEMENT											
LESS THAN 151	24	0.58	20.2	14.91	27.9	-27.6	-8.1	0.01	0.9	-0.11	-0.5
151 - 250	14	0.66	24.1	15.53	28.8	-33.1	-8.2	0.37	20.8	-0.23	-1.3
251 - 350	45	1.48	44.3	33.24	40.3	-54.9	-10.5	0.23	16.0	0.04	0.3
MORE THAN 350	41	2.24	50.4	44.18	45.7	-81.8	-13.2	0.24	14.7	-0.08	-0.7
INERTIA WEIGHT											
1800 - 2799	20	0.59	19.9	17.06	31.0	-28.2	-8.3	0.03	2.6	0.02	0.1
2800 - 3799	28	0.79	27.6	16.63	27.7	-39.6	-9.1	0.30	17.1	-0.33	-2.0
3800 - 4799	60	1.72	46.3	39.20	43.9	-66.1	-11.9	0.23	15.8	0.02	0.1
4800 - 5799	16	2.76	57.3	45.21	46.0	-82.0	-12.5	0.16	10.3	-0.03	-0.3
ALL VEHICLES	124	1.46	41.3	31.31	40.0	-56.0	-11.1	0.21	13.6	-0.05	-0.3

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT´D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	7.31	0.0	77.60	0.0	395.5	0.0	1.49	0.0	16.4
CHRYSLER	6	4.89	1.2	88.76	25.6	475.6	105.8	2.85	1.3	14.1
FORD	8	7.24	3.7	100.68	39.2	446.2	170.2	1.58	1.0	14.1
GENERAL MOTORS	9	6.26	3.2	99.75	38.0	522.4	125.5	1.52	0.6	12.7
IMPORTS	7	4.24	0.8	64.81	13.3	307.1	31.1	1.63	0.7	21.0
NO. OF CYL.										
2	0									
4	12	4.58	1.3	74.97	23.6	303.3	29.5	1.44	0.8	20.4
6	5	4.56	1.6	74.06	5.9	389.3	16.3	2.11	1.0	17.1
8	14	7.35	3.4	106.93	38.0	577.5	74.9	2.03	1.1	11.5
DISPLACEMENT										
LESS THAN 151	12	4.58	1.3	74.97	23.6	303.3	29.5	1.44	0.8	20.4
151 - 250	5	4.56	1.6	74.06	5.9	389.3	16.3	2.11	1.0	17.1
251 - 350	8	6.83	3.1	86.32	34.4	536.1	54.9	2.18	1.4	12.8
MORE THAN 350	6	8.03	3.9	134.41	22.4	632.7	62.9	1.82	0.4	10.2
INERTIA WEIGHT										
1800 - 2799	10	4.79	1.4	67.32	24.5	315.8	56.5	1.78	1.0	20.3
2800 - 3799	11	5.44	3.1	81.93	17.7	401.4	80.2	1.91	1.4	16.2
3800 - 4799	7	6.33	0.8	105.70	28.8	578.6	37.4	1.76	0.4	11.6
4800 - 5799	3	9.49	5.6	150.87	19.9	682.2	35.3	1.70	0.5	9.3
ALL VEHICLES	31	5.83	2.8	89.26	33.2	441.0	139.7	1.82	1.0	14.8

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	5.94	0.0	72.88	0.0	402.7	0.0	1.74	0.0	16.6
CHRYSLER	6	3.87	0.9	62.22	14.9	525.1	106.1	2.04	0.6	14.0
FORD	8	5.33	1.5	71.72	22.8	483.6	163.7	1.50	0.9	14.5
GENERAL MOTORS	9	5.12	2.5	61.31	23.4	572.1	149.7	1.60	0.6	13.0
IMPORTS	7	3.61	0.5	55.25	17.2	333.5	55.9	1.49	0.6	20.6
NO. OF CYL.										
2	0									
4	12	3.91	1.0	62.32	21.4	333.0	44.0	1.36	0.7	20.0
6	5	3.93	1.1	61.98	14.7	429.7	21.0	1.82	0.8	16.4
8	14	5.47	2.1	64.34	21.6	625.8	85.3	1.81	0.6	11.9
DISPLACEMENT										
LESS THAN 151	12	3.91	1.0	62.32	21.4	333.0	44.0	1.36	0.7	20.0
151 - 250	5	3.93	1.1	61.98	14.7	429.7	21.0	1.82	0.8	16.4
251 - 350	8	5.37	2.6	57.76	27.0	592.2	74.3	1.64	0.7	12.7
MORE THAN 350	6	5.61	1.4	73.12	5.9	670.6	83.4	2.05	0.3	11.0
INERTIA WEIGHT										
1800 - 2799	10	3.99	1.0	58.89	22.1	344.0	67.0	1.51	0.8	19.8
2800 - 3799	11	4.50	2.3	66.60	23.8	438.8	80.9	1.48	0.7	15.9
3800 - 4799	7	5.28	1.2	59.25	13.9	635.3	50.9	1.98	0.5	11.9
4800 - 5799	3	5.61	1.9	74.09	4.3	730.9	46.4	1.87	0.3	10.3
ALL VEHICLES	31	4.62	1.7	63.18	20.0	480.9	151.3	1.64	0.7	14.9

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	1	1.37	18.7	4.72	6.1	-7.3	-1.8	-0.25	-17.1	0.14	0.8
CHRYSLER	6	1.02	20.8	26.54	29.9	-49.5	-10.4	0.80	28.2	-0.10	-0.7
FORD	8	1.91	26.4	28.95	28.8	-37.5	-8.4	0.09	5.4	0.33	2.3
GENERAL MOTORS	9	1.14	18.2	38.44	38.5	-49.7	-9.5	-0.08	-5.3	0.27	2.1
IMPORTS	7	0.63	14.9	9.57	14.8	-26.4	-8.6	0.14	8.4	-0.46	-2.2
NO. OF CYL.											
2	0										
4	12	0.67	14.6	12.65	16.9	-29.8	-9.8	0.09	6.0	-0.36	-1.8
6	5	0.63	13.8	12.09	16.3	-40.4	-10.4	0.29	13.5	-0.61	-3.6
8	14	1.87	25.5	42.59	39.8	-48.3	-8.4	0.22	10.6	0.38	3.3
DISPLACEMENT											
LESS THAN 151	12	0.67	14.6	12.65	16.9	-29.8	-9.8	0.09	6.0	-0.36	-1.8
151 - 250	5	0.63	13.8	12.09	16.3	-40.4	-10.4	0.29	13.5	-0.61	-3.6
251 - 350	8	1.46	21.4	28.56	33.1	-56.1	-10.5	0.55	25.0	-0.12	-0.9
MORE THAN 350	6	2.42	30.2	61.28	45.6	-37.9	-6.0	-0.23	-12.4	0.84	8.2
INERTIA WEIGHT											
1800 - 2799	10	0.80	16.7	8.43	12.5	-28.3	-9.0	0.28	15.5	-0.57	-2.8
2800 - 3799	11	0.95	17.4	15.33	18.7	-37.4	-9.3	0.43	22.5	-0.30	-1.8
3800 - 4799	7	1.05	16.6	46.46	44.0	-56.6	-9.8	-0.22	-12.3	0.31	2.6
4800 - 5799	3	3.88	40.9	76.78	50.9	-48.6	-7.1	-0.17	-9.8	0.91	9.7
ALL VEHICLES	31	1.21	20.7	26.08	29.2	-39.9	-9.0	0.18	9.7	0.12	0.8

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	6.11	3.8	89.12	67.0	478.6	112.6	3.78	3.6	13.9
CHRYSLER	13	6.75	5.4	105.81	37.1	471.9	102.6	1.95	1.0	13.5
FORD	14	6.04	2.2	115.84	44.2	470.9	106.2	1.71	0.8	13.2
GENERAL MOTORS	12	6.88	3.2	95.05	29.4	521.8	147.7	1.80	0.6	12.8
IMPORTS	12	5.37	1.9	62.22	22.0	305.4	51.8	1.25	0.4	21.1
NO. OF CYL.										
2	0									
4	17	5.59	2.2	69.52	22.1	306.0	44.0	1.28	0.4	20.5
6	7	4.07	0.6	80.05	31.9	377.0	32.0	3.08	1.9	17.2
8	29	7.17	4.0	114.50	39.8	543.9	84.4	1.73	0.7	11.9
DISPLACEMENT										
LESS THAN 151	17	5.59	2.2	69.52	22.1	306.0	44.0	1.28	0.4	20.5
151 - 250	7	4.07	0.6	80.05	31.9	377.0	32.0	3.08	1.9	17.2
251 - 350	17	6.09	1.7	103.38	31.1	499.5	64.1	1.64	0.6	13.0
MORE THAN 350	12	8.71	5.7	130.25	46.5	606.7	69.2	1.86	0.8	10.6
INERTIA WEIGHT										
1800 - 2799	15	5.34	2.2	65.62	20.4	306.3	46.3	1.28	0.4	20.8
2800 - 3799	19	5.76	1.9	91.29	26.1	421.1	73.5	2.04	1.4	15.2
3800 - 4799	14	7.03	5.3	114.59	42.8	554.0	69.8	2.06	0.8	11.7
4800 - 5799	5	8.72	3.5	147.92	42.8	652.1	50.4	1.35	0.3	9.7
ALL VEHICLES	53	6.25	3.4	95.52	39.7	445.5	130.1	1.76	1.0	14.4

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	3.41	0.8	37.44	1.0	484.6	77.6	2.97	0.2	16.0
CHRYSLER	13	5.71	6.0	72.56	39.6	529.1	129.7	1.91	1.0	13.4
FORD	14	4.80	1.8	70.12	27.9	521.2	134.5	1.85	0.7	13.7
GENERAL MOTORS	12	4.86	1.5	67.18	19.8	555.1	157.2	1.78	0.7	13.1
IMPORTS	12	4.76	2.2	53.91	15.7	315.9	43.3	1.20	0.3	21.4
NO. OF CYL.										
2	0									
4	17	4.57	1.9	55.57	13.9	315.8	36.4	1.35	0.4	21.3
6	7	3.44	0.4	58.63	16.6	411.3	31.2	2.27	1.0	17.3
8	29	5.58	4.2	72.34	33.8	598.2	96.1	1.85	0.8	12.2
DISPLACEMENT										
LESS THAN 151	17	4.57	1.9	55.57	13.9	315.8	36.4	1.35	0.4	21.3
151 - 250	7	3.44	0.4	58.63	16.6	411.3	31.2	2.27	1.0	17.3
251 - 350	17	4.83	1.7	63.93	31.8	541.9	56.1	1.72	0.8	13.5
MORE THAN 350	12	6.65	6.1	84.24	34.4	677.9	84.4	2.04	0.8	10.7
INERTIA WEIGHT										
1800 - 2799	15	4.46	2.0	53.54	12.7	317.8	38.4	1.27	0.4	21.3
2800 - 3799	19	4.40	1.6	59.47	21.8	459.0	82.7	1.85	0.9	15.7
3800 - 4799	14	6.21	5.7	77.73	40.0	604.9	88.6	2.15	0.9	11.9
4800 - 5799	5	5.26	1.8	86.35	18.6	728.1	41.6	1.63	0.3	10.1
ALL VEHICLES	53	4.98	3.3	65.15	27.8	482.9	150.7	1.75	0.8	14.8

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	2	2.70	44.1	51.68	58.0	-6.0	-1.2	0.81	21.5	2.10	15.1
CHRYSLER	13	1.03	15.3	33.24	31.4	-57.2	-12.1	0.04	2.2	-0.03	-0.3
FORD	14	1.24	20.5	45.72	39.5	-50.2	-10.7	-0.14	-8.0	0.52	3.9
GENERAL MOTORS	12	2.02	29.4	27.86	29.3	-33.3	-6.4	0.01	0.7	0.32	2.5
IMPORTS	12	0.61	11.4	8.31	13.4	-10.4	-3.4	0.05	4.0	0.23	1.1
NO. OF CYL.											
2	0										
4	17	1.02	18.2	13.95	20.1	-9.9	-3.2	-0.07	-5.4	0.75	3.7
6	7	0.62	15.3	21.42	26.8	-34.3	-9.1	0.81	26.2	0.05	0.3
8	29	1.59	22.2	42.16	36.8	-54.3	-10.0	-0.12	-6.9	0.28	2.3
DISPLACEMENT											
LESS THAN 151	17	1.02	18.2	13.95	20.1	-9.9	-3.2	-0.07	-5.4	0.75	3.7
151 - 250	7	0.62	15.3	21.42	26.8	-34.3	-9.1	0.81	26.2	0.05	0.3
251 - 350	17	1.26	20.6	39.45	38.2	-42.5	-8.5	-0.08	-4.9	0.47	3.6
MORE THAN 350	12	2.06	23.7	46.00	35.3	-71.1	-11.7	-0.18	-9.5	0.10	0.9
INERTIA WEIGHT											
1800 - 2799	15	0.87	16.4	12.08	18.4	-11.5	-3.7	0.01	0.7	0.52	2.5
2800 - 3799	19	1.36	23.7	31.83	34.9	-37.9	-9.0	0.19	9.3	0.44	2.9
3800 - 4799	14	0.82	11.6	36.86	32.2	-50.9	-9.2	-0.10	-4.6	0.15	1.3
4800 - 5799	5	3.46	39.7	61.57	41.6	-76.0	-11.7	-0.28	-20.7	0.35	3.6
ALL VEHICLES	53	1.28	20.4	30.37	31.8	-37.4	-8.4	0.02	1.1	0.34	2.4

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	19.61	17.1	102.86	2.8	313.6	7.1	1.41	0.3	16.5
CHRYSLER	10	8.65	3.0	134.28	44.0	409.5	100.7	2.06	0.7	13.7
FORD	14	5.90	1.4	79.39	27.1	426.0	141.0	2.97	1.0	15.6
GENERAL MOTORS	16	6.58	2.3	95.01	22.3	490.8	82.0	2.36	0.8	13.4
IMPORTS	8	4.64	1.1	54.65	20.0	307.2	50.9	2.14	0.9	21.8
NO. OF CYL.										
2	0									
4	14	4.88	1.2	59.31	16.4	297.2	43.2	2.27	0.9	21.9
6	8	10.40	9.0	111.39	32.3	326.5	42.6	2.03	1.2	16.6
8	28	7.11	2.4	103.43	36.7	508.0	72.1	2.57	0.9	12.8
DISPLACEMENT										
LESS THAN 151	14	4.88	1.2	59.31	16.4	297.2	43.2	2.27	0.9	21.9
151 - 250	7	7.36	2.9	112.33	34.8	329.1	45.3	2.09	1.2	16.8
251 - 350	17	8.52	6.3	97.20	26.1	463.2	69.9	2.38	0.8	13.8
MORE THAN 350	12	7.18	2.6	112.37	46.6	554.7	61.5	2.75	0.9	11.8
INERTIA WEIGHT										
1800 - 2799	17	6.71	6.6	70.68	26.7	299.4	35.1	2.18	1.0	20.6
2800 - 3799	19	7.40	2.6	96.02	33.3	434.4	87.9	2.36	0.8	14.6
3800 - 4799	13	6.93	2.6	114.14	43.6	544.4	57.5	2.66	0.9	11.9
4800 - 5799	1	6.04	0.0	107.73	0.0	575.7	0.0	3.30	0.0	11.6
ALL VEHICLES	50	7.01	4.3	92.35	37.5	419.9	117.4	2.40	0.9	15.1

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	5.06	3.5	81.14	46.1	347.9	39.7	1.45	0.4	18.1
CHRYSLER	10	5.96	3.6	75.05	39.8	480.9	103.5	2.30	0.7	14.4
FORD	14	4.64	1.7	56.73	17.2	459.4	167.2	2.84	1.1	15.8
GENERAL MOTORS	16	4.81	2.3	59.87	15.4	553.7	87.8	2.20	0.7	13.4
IMPORTS	8	5.18	2.0	45.61	21.0	308.6	48.7	2.12	0.9	22.4
NO. OF CYL.										
2	0									
4	14	4.86	1.9	48.36	17.5	303.6	39.5	2.21	0.8	22.5
6	8	4.31	1.4	64.94	26.7	365.1	36.9	2.48	1.3	18.5
8	28	5.38	2.8	65.48	27.1	574.8	70.4	2.39	0.8	12.8
DISPLACEMENT										
LESS THAN 151	14	4.86	1.9	48.36	17.5	303.6	39.5	2.21	0.8	22.5
151 - 250	7	4.56	1.3	67.29	27.9	363.5	39.6	2.58	1.4	18.3
251 - 350	17	5.33	3.5	55.92	11.1	528.7	66.5	2.10	0.5	14.0
MORE THAN 350	12	5.21	1.7	77.60	36.8	623.4	58.8	2.76	1.1	11.6
INERTIA WEIGHT										
1800 - 2799	17	4.67	1.9	54.29	24.3	312.5	43.3	2.18	1.0	21.5
2800 - 3799	19	5.65	3.3	58.64	13.8	499.4	108.0	2.20	0.6	14.6
3800 - 4799	13	4.71	1.2	71.80	37.1	603.1	34.9	2.74	1.0	12.1
4800 - 5799	1	5.11	0.0	59.35	0.0	623.6	0.0	3.23	0.0	12.1
ALL VEHICLES	50	5.06	2.4	60.60	25.5	465.3	138.9	2.36	0.9	15.4

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	2	14.55	74.2	21.73	21.1	-34.3	-10.9	-0.04	-3.2	1.55	9.4
CHRYSLER	10	2.69	31.1	59.23	44.1	-71.4	-17.4	-0.24	-11.7	0.67	4.9
FORD	14	1.26	21.4	22.66	28.5	-33.4	-7.8	0.13	4.4	0.17	1.1
GENERAL MOTORS	16	1.77	26.9	35.14	37.0	-62.9	-12.8	0.16	7.0	-0.04	-0.3
IMPORTS	8	-0.53	-11.5	9.04	16.5	-1.3	-0.4	0.02	0.8	0.61	2.8
NO. OF CYL.											
2	0										
4	14	0.02	0.5	10.95	18.5	-6.3	-2.1	0.06	2.6	0.61	2.8
6	8	6.09	58.5	46.45	41.7	-38.5	-11.8	-0.45	-22.0	1.86	11.2
8	28	1.74	24.4	37.95	36.7	-66.8	-13.1	0.17	6.7	-0.03	-0.2
DISPLACEMENT											
LESS THAN 151	14	0.02	0.5	10.95	18.5	-6.3	-2.1	0.06	2.6	0.61	2.8
151 - 250	7	2.80	38.0	45.04	40.1	-34.4	-10.5	-0.49	-23.6	1.57	9.3
251 - 350	17	3.19	37.4	41.28	42.5	-65.5	-14.1	0.28	11.9	0.21	1.5
MORE THAN 350	12	1.97	27.5	34.77	30.9	-68.7	-12.4	-0.01	-0.3	-0.12	-1.0
INERTIA WEIGHT											
1800 - 2799	17	2.04	30.3	16.39	23.2	-13.1	-4.4	-0.00	-0.1	0.95	4.6
2800 - 3799	19	1.75	23.7	37.37	38.9	-65.0	-15.0	0.16	6.8	-0.02	-0.1
3800 - 4799	13	2.22	32.1	42.34	37.1	-58.7	-10.8	-0.07	-2.8	0.24	2.0
4800 - 5799	1	0.93	15.4	48.39	44.9	-47.9	-8.3	0.07	2.0	0.49	4.2
ALL VEHICLES	50	1.95	27.9	31.75	34.4	-45.3	-10.8	0.04	1.8	0.28	1.9

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

MODEL YEAR	NO OF VEH	HC		CO		CO2		NOXC		FUEL ECONOMY	
		MEAN	S.D	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
1975&1976	73										
COLD TRANS 1		3.0	1.1	58.19	25.53	562.4	154.7	2.1	0.9	13.4	3.2
COLD TRANS 2		2.7	1.1	54.08	24.78	576.2	156.2	2.0	1.0	13.2	3.3
COLD STAB 1		1.2	0.9	28.31	21.95	576.2	164.7	1.4	0.9	14.2	3.7
COLD STAB 2		1.0	0.8	21.69	17.07	588.6	161.2	1.3	0.8	14.2	3.6
HOT TRANS 1		1.7	1.3	34.62	20.80	506.9	132.4	2.1	1.1	15.7	3.9
HOT TRANS 2		1.4	0.6	29.82	17.60	519.7	137.8	1.9	1.1	15.5	3.9
75 COMP 1		1.7	0.8	36.18	19.78	554.4	152.2	1.7	0.9	14.4	3.6
75 COMP 2		1.5	0.7	30.57	15.44	567.2	152.9	1.6	0.9	14.3	3.6
1974	22										
COLD TRANS 1		8.9	12.2	114.19	77.22	541.2	143.8	2.3	1.2	11.9	3.3
COLD TRANS 2		5.4	1.1	86.34	23.88	567.0	145.6	2.2	1.1	12.3	2.8
COLD STAB 1		4.4	1.6	73.00	31.20	546.7	138.0	1.5	0.7	13.1	2.7
COLD STAB 2		3.8	1.2	48.34	17.36	578.3	144.2	1.6	0.8	13.3	2.8
HOT TRANS 1		4.9	1.8	72.56	33.63	478.8	119.2	2.4	1.2	14.6	3.0
HOT TRANS 2		4.2	1.2	56.12	18.53	500.1	121.2	2.4	1.3	14.7	3.1
75 COMP 1		5.4	3.1	81.36	36.74	527.1	132.8	1.9	0.9	13.2	2.8
75 COMP 2		4.2	1.1	58.28	14.78	554.6	137.6	1.9	0.9	13.5	2.9
1973	16										
COLD TRANS 1		5.5	2.3	96.45	31.30	608.2	156.4	2.3	1.2	11.4	2.6
COLD TRANS 2		5.5	2.8	88.64	34.37	618.5	164.3	2.3	1.3	11.4	2.6
COLD STAB 1		3.4	0.9	62.75	16.37	608.3	140.7	1.7	0.7	12.4	2.5
COLD STAB 2		3.3	1.2	44.26	13.59	631.4	144.3	1.8	0.9	12.5	2.5
HOT TRANS 1		3.7	0.8	66.90	23.17	528.1	120.7	2.6	1.6	13.8	2.9
HOT TRANS 2		3.6	0.9	52.42	14.50	541.2	124.6	2.6	1.5	14.0	2.9
75 COMP 1		4.0	1.0	70.82	19.37	586.4	137.6	2.0	1.0	12.5	2.6
75 COMP 2		3.8	1.2	55.62	15.54	604.1	141.6	2.2	1.1	12.6	2.6
1972	14										
COLD TRANS 1		5.6	1.3	87.77	31.57	529.9	149.8	3.7	1.6	12.9	3.5
COLD TRANS 2		5.7	1.5	91.73	44.38	554.6	172.5	3.3	1.6	12.4	3.8
COLD STAB 1		4.0	0.8	67.23	29.72	533.0	135.3	2.2	1.1	13.6	3.4
COLD STAB 2		3.6	0.9	53.49	29.42	573.0	174.4	2.2	1.1	13.3	3.7
HOT TRANS 1		4.4	1.0	56.97	20.72	475.0	128.7	3.9	1.9	15.3	3.9
HOT TRANS 2		4.1	0.7	58.15	39.96	495.2	146.7	3.6	1.9	14.8	4.5
75 COMP 1		4.4	0.8	68.66	26.21	516.5	135.4	3.0	1.4	13.9	3.5
75 COMP 2		4.2	0.8	62.63	33.37	548.0	166.0	2.8	1.4	13.5	3.9

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

MODEL YEAR	NO OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	CO2 IMPR	CO2 %IMPR	NOXC IMPR	NOXC %IMPR	FUEL ECONOMY IMPR	FUEL ECONOMY %IMPR
1975&1976	73										
COLD TRANS		0.22	7.6	4.10	7.0	-13.9	-2.5	0.13	6.0	-0.13	-1.0
COLD STAB		0.23	19.0	6.62	23.4	-12.4	-2.2	0.09	6.7	-0.03	-0.2
HOT TRANS		0.36	20.5	4.80	13.9	-12.8	-2.5	0.15	7.3	-0.11	-0.7
75 COMP		0.26	15.4	5.61	15.5	-12.8	-2.3	0.12	6.7	-0.07	-0.5
1974	22										
COLD TRANS		3.51	39.5	27.85	24.4	-25.8	-4.8	0.07	3.2	0.48	4.0
COLD STAB		0.59	13.4	24.66	33.8	-31.5	-5.8	-0.10	-6.5	0.18	1.4
HOT TRANS		0.64	13.1	16.44	22.7	-21.2	-4.4	-0.07	-2.9	0.16	1.1
75 COMP		1.20	22.1	23.08	28.4	-27.6	-5.2	-0.05	-2.8	0.25	1.9
1973	16										
COLD TRANS		-0.00	-0.0	7.81	8.1	-10.3	-1.7	-0.05	-2.1	0.03	0.3
COLD STAB		0.19	5.4	18.49	29.5	-23.1	-3.8	-0.14	-8.4	0.11	0.9
HOT TRANS		0.17	4.6	14.48	21.6	-13.1	-2.5	-0.08	-3.3	0.22	1.6
75 COMP		0.14	3.6	15.20	21.5	-17.7	-3.0	-0.11	-5.2	0.12	0.9
1972	14										
COLD TRANS		-0.11	-2.0	-3.97	-4.5	-24.7	-4.7	0.31	8.5	-0.57	-4.4
COLD STAB		0.36	9.1	13.74	20.4	-40.0	-7.5	-0.00	-0.2	-0.35	-2.6
HOT TRANS		0.26	6.0	-1.18	-2.1	-20.2	-4.2	0.29	7.5	-0.54	-3.5
75 COMP		0.24	5.3	6.03	8.8	-31.5	-6.1	0.14	4.8	-0.45	-3.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

MODEL	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
YEAR	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
1975&1976	112										
COLD TRANS 1		3.6	2.0	70.55	41.29	545.0	149.8	2.1	0.9	13.3	3.4
COLD TRANS 2		3.2	1.8	62.17	32.48	566.0	155.3	2.0	0.9	13.2	3.3
COLD STAB 1		1.9	1.4	44.12	40.18	553.8	156.3	1.4	0.9	14.1	3.8
COLD STAB 2		1.2	0.9	25.39	19.46	581.8	159.5	1.3	0.7	14.2	3.6
HOT TRANS 1		2.2	1.6	45.37	37.73	491.6	129.0	2.0	1.0	15.6	4.1
HOT TRANS 2		1.5	0.8	34.90	23.82	511.1	136.7	1.9	1.0	15.5	4.0
75 COMP 1		2.3	1.4	49.90	37.86	535.0	146.1	1.7	0.9	14.3	3.7
75 COMP 2		1.7	0.9	35.56	20.80	559.3	151.5	1.6	0.8	14.3	3.6
1974	30										
COLD TRANS 1		7.9	10.5	109.96	69.05	522.8	149.2	2.3	1.1	12.3	3.6
COLD TRANS 2		5.3	1.1	86.06	24.83	541.6	150.4	2.2	1.0	12.8	3.1
COLD STAB 1		4.3	1.5	77.87	37.03	518.5	147.6	1.4	0.6	13.6	3.5
COLD STAB 2		3.6	1.1	48.92	15.52	557.0	157.2	1.5	0.7	13.8	3.3
HOT TRANS 1		4.7	1.7	74.93	35.96	460.4	124.1	2.3	1.1	15.0	3.7
HOT TRANS 2		4.2	1.2	58.31	20.75	481.4	127.9	2.3	1.2	15.1	3.6
75 COMP 1		5.2	2.7	83.67	38.54	503.5	140.4	1.8	0.8	13.6	3.5
75 COMP 2		4.1	1.0	59.13	14.80	533.2	146.4	1.9	0.9	13.9	3.3
1973	27										
COLD TRANS 1		6.2	2.3	99.96	34.38	525.9	172.3	2.4	1.6	12.6	3.4
COLD TRANS 2		5.7	2.7	90.16	43.06	537.8	176.5	2.4	1.3	12.7	3.6
COLD STAB 1		4.2	1.7	78.19	36.62	522.5	162.9	1.6	1.0	13.5	3.4
COLD STAB 2		3.5	1.4	48.54	16.42	553.0	166.1	1.7	0.9	13.9	3.6
HOT TRANS 1		4.2	1.4	72.05	31.18	459.2	137.7	2.6	1.7	15.2	4.0
HOT TRANS 2		3.8	1.2	53.99	19.46	476.6	139.5	2.6	1.4	15.5	4.0
75 COMP 1		4.6	1.6	80.99	32.73	505.9	157.2	2.1	1.3	13.7	3.5
75 COMP 2		4.0	1.4	58.59	20.02	529.0	160.0	2.1	1.1	14.0	3.7
1972	25										
COLD TRANS 1		7.9	6.0	101.07	45.18	489.5	139.7	3.3	1.4	13.2	3.4
COLD TRANS 2		5.8	1.5	89.39	38.05	517.3	157.0	3.0	1.3	13.1	3.8
COLD STAB 1		6.3	5.9	86.24	48.53	482.1	137.8	2.0	1.0	13.9	3.3
COLD STAB 2		3.6	1.0	49.41	22.80	542.1	159.3	2.1	0.9	14.1	3.7
HOT TRANS 1		5.9	5.2	68.57	32.45	437.5	122.4	3.5	1.7	15.7	3.8
HOT TRANS 2		4.0	0.8	54.66	30.82	466.5	134.6	3.3	1.6	15.7	4.5
75 COMP 1		6.5	5.7	84.47	42.31	471.4	132.9	2.7	1.2	14.2	3.4
75 COMP 2		4.2	1.0	59.07	25.95	516.4	151.5	2.6	1.2	14.3	3.9

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

MODEL YEAR	NO. OF VEH	HC		CO		CO2		NOXC		FUEL ECONOMY	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
1975&1976	112										
COLD TRANS		0.41	11.4	8.38	11.9	-21.0	-3.9	0.15	6.9	-0.13	-1.0
COLD STAB		0.67	36.1	18.72	42.4	-28.0	-5.1	0.09	6.9	0.08	0.6
HOT TRANS		0.61	28.2	10.48	23.1	-19.5	-4.0	0.17	8.4	-0.03	-0.2
75 COMP		0.60	26.1	14.34	28.7	-24.3	-4.5	0.13	7.4	0.00	0.0
1974	30										
COLD TRANS		2.56	32.5	23.90	21.7	-18.7	-3.6	0.13	5.7	0.48	3.9
COLD STAB		0.71	16.5	28.94	37.2	-38.5	-7.4	-0.08	-5.8	0.19	1.4
HOT TRANS		0.50	10.7	16.62	22.2	-21.0	-4.6	-0.01	-0.3	0.17	1.1
75 COMP		1.04	20.1	24.54	29.3	-29.7	-5.9	-0.02	-1.0	0.26	1.9
1973	27										
COLD TRANS		0.54	8.7	9.80	9.8	-11.9	-2.3	0.04	1.5	0.09	0.7
COLD STAB		0.68	16.4	29.64	37.9	-30.5	-5.8	-0.10	-6.3	0.38	2.9
HOT TRANS		0.43	10.3	18.06	25.1	-17.4	-3.8	0.01	0.6	0.33	2.2
75 COMP		0.59	12.7	22.40	27.7	-23.1	-4.6	-0.04	-2.1	0.30	2.2
1972	25										
COLD TRANS		2.08	26.4	11.67	11.6	-27.8	-5.7	0.28	8.6	-0.06	-0.4
COLD STAB		2.70	42.7	36.83	42.7	-60.0	-12.5	-0.09	-4.5	0.14	1.0
HOT TRANS		1.95	33.0	13.91	20.3	-29.0	-6.6	0.20	5.8	-0.03	-0.2
75 COMP		2.37	36.3	25.40	30.1	-44.9	-9.5	0.07	2.5	0.06	0.4

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

MODEL YEAR	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	CO2 MEAN	CO2 S.D.	NOXC MEAN	NOXC S.D.	FUEL ECONOMY MEAN	FUEL ECONOMY S.D.
1975&1976	124										
COLD TRANS 1		5.0	3.5	93.97	46.92	525.8	125.7	2.0	0.8	12.9	3.0
COLD TRANS 2		3.9	2.2	78.54	47.52	567.7	141.8	1.7	0.7	12.6	3.0
COLD STAB 1		3.2	1.7	78.94	42.46	516.5	123.2	1.2	0.6	13.6	3.2
COLD STAB 2		1.5	1.0	34.72	23.10	586.8	146.5	1.0	0.5	13.7	3.1
HOT TRANS 1		3.1	2.2	65.44	39.13	474.3	112.8	1.8	0.8	15.1	3.7
HOT TRANS 2		1.9	0.9	46.82	29.84	513.7	127.5	1.5	0.7	15.0	3.5
75 COMP 1		3.5	2.1	78.35	40.22	506.9	119.8	1.5	0.6	13.8	3.3
75 COMP 2		2.1	1.1	47.04	27.38	563.0	139.6	1.3	0.5	13.8	3.1
1974	31										
COLD TRANS 1		6.6	2.2	94.83	33.56	467.1	147.5	2.4	1.4	13.9	4.1
COLD TRANS 2		6.1	2.1	84.25	26.85	489.7	150.3	2.0	1.0	13.8	3.7
COLD STAB 1		5.9	3.9	94.50	37.64	445.5	144.5	1.3	0.7	14.5	4.5
COLD STAB 2		4.1	1.9	56.93	23.12	499.1	163.9	1.3	0.5	14.8	4.0
HOT TRANS 1		5.0	1.7	75.04	30.98	412.6	126.9	2.3	1.3	16.2	4.8
HOT TRANS 2		4.4	1.4	59.21	21.29	439.3	132.3	2.0	0.8	16.2	4.5
75 COMP 1		5.8	2.8	89.26	33.16	441.0	139.7	1.8	1.0	14.8	4.4
75 COMP 2		4.6	1.7	63.18	20.03	480.8	151.3	1.6	0.7	14.9	4.0
1973	53										
COLD TRANS 1		7.9	5.2	108.59	43.85	464.2	141.7	2.2	1.2	13.5	3.9
COLD TRANS 2		6.7	5.8	91.42	39.73	486.2	153.6	2.1	1.1	13.6	4.0
COLD STAB 1		6.0	3.4	96.83	42.56	456.0	132.3	1.4	0.9	14.2	3.9
COLD STAB 2		4.4	3.1	56.08	26.40	506.7	161.2	1.4	0.6	14.6	4.2
HOT TRANS 1		5.5	2.5	83.16	36.69	411.3	120.1	2.2	1.3	15.9	4.5
HOT TRANS 2		4.7	2.4	62.66	29.02	435.2	130.8	2.2	1.0	16.2	4.6
75 COMP 1		6.3	3.4	95.52	39.67	445.5	130.1	1.8	1.0	14.4	4.0
75 COMP 2		5.0	3.3	65.15	27.78	482.9	150.7	1.7	0.8	14.8	4.2
1972	50										
COLD TRANS 1		8.5	4.6	108.77	44.46	438.1	124.3	2.9	1.2	14.0	3.6
COLD TRANS 2		7.0	4.1	95.51	45.72	462.6	138.0	2.7	1.2	14.0	4.1
COLD STAB 1		6.9	4.6	94.73	43.74	427.2	121.2	1.8	0.7	14.8	3.7
COLD STAB 2		4.5	2.6	49.50	27.11	489.6	150.1	1.9	0.8	15.3	4.1
HOT TRANS 1		6.2	3.8	75.42	29.32	392.3	108.3	3.1	1.2	16.7	4.0
HOT TRANS 2		4.6	2.7	55.47	22.88	420.8	121.1	2.[illegible]	1.1	17.0	4.4
75 COMP 1		7.0	4.3	92.35	37.49	419.9	117.4	2.4	0.9	15.1	3.7
75 COMP 2		5.1	2.4	60.60	25.47	465.3	138.9	2.4	0.9	15.4	4.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

MODEL YEAR	NO. OF VEH	HC		CO		CO2		NOXC		FUEL ECONOMY	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
1975&1976	124										
COLD TRANS		1.10	22.1	15.43	16.4	-41.9	-8.0	0.27	13.6	-0.26	-2.0
COLD STAB		1.74	53.9	44.22	56.0	-70.3	-13.6	0.12	10.4	0.10	0.7
HOT TRANS		1.20	39.3	18.61	28.4	-39.5	-8.3	0.32	17.4	-0.16	-1.1
75 COMP		1.46	41.3	31.31	40.0	-56.0	-11.1	0.21	13.6	-0.05	-0.3
1974	31										
COLD TRANS		0.42	6.5	10.58	11.2	-22.6	-4.8	0.35	14.7	-0.10	-0.7
COLD STAB		1.81	30.4	37.56	39.8	-53.6	-12.0	0.02	1.6	0.27	1.8
HOT TRANS		0.65	13.0	15.83	21.1	-26.7	-6.5	0.34	14.8	0.01	0.1
75 COMP		1.21	20.7	26.08	29.2	-39.9	-9.0	0.18	9.7	0.12	0.8
1973	53										
COLD TRANS		1.18	15.0	17.17	15.8	-22.0	-4.7	0.05	2.3	0.18	1.3
COLD STAB		1.57	26.2	40.75	42.1	-50.6	-11.1	-0.03	-1.9	0.43	3.0
HOT TRANS		0.80	14.4	20.51	24.7	-23.9	-5.8	0.08	3.6	0.32	2.0
75 COMP		1.28	20.4	30.37	31.8	-37.4	-8.4	0.02	1.1	0.34	2.4
1972	50										
COLD TRANS		1.47	17.3	13.26	12.2	-24.5	-5.6	0.19	6.4	0.02	0.2
COLD STAB		2.37	34.5	45.23	47.7	-62.4	-14.6	-0.11	-5.9	0.41	2.8
HOT TRANS		1.53	24.7	19.95	26.4	-28.5	-7.3	0.22	7.0	0.25	1.5
75 COMP		1.95	27.9	31.75	34.4	-45.3	-10.8	0.04	1.8	0.28	1.9

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

3.7.1.1 Federal Test Procedure Results - Air Pump/No Converter, Air Pump/Converter, Converter/No Air Pump, No Air Pump/No Converter - Before and After Maintenance - Federal Test Procedure emission and fuel economy summary data relating to the 1975/1976 model-year emission control technology are presented on the thirty-six pages comprising the continuation of Table 17 which follows. These data are further summarized below where HC, CO, CO_2 and NO_x emissions are presented in grams per mile. Any discrepancies which may appear in these summarized data are due to mathematical rounding of certain of the data.

Summary of FTP Results on 1975/1976 Models
15 Passed Air Pump/No Converter Equipped Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	2.10	33.53	447.7	1.70	17.5
After Mtce.	1.93	29.83	433.6	1.40	18.2
Improvement	0.17	3.71	-14.2	0.30	0.74
Improvement (%)	8.1	11.1	3.2	17.5	4.2

Summary of FTP Results on 1975/1976 Models
29 Passed Air Pump/Converter Equipped Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	1.35	32.43	621.9	1.75	13.1
After Mtce.	1.22	26.80	645.5	1.78	12.8
Improvement	0.14	5.64	-23.6	-0.03	-0.27
Improvement (%)	10.1	17.4	- 3.8	-1.8	-2.1

Summary of FTP Results on 1975/1976 Models
27 Passed Converter/No Air Pump Equipped Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	1.89	42.56	559.2	1.74	14.0
After Mtce.	1.42	35.53	575.6	1.56	14.0
Improvement	0.48	7.03	-16.4	0.18	-0.08
Improvement (%)	25.2	16.5	- 2.9	10.6	-0.6

Summary of FTP Results on 1975/1976 Models
2 Passed No Air Pump/No Converter Equipped Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	1.81	24.28	311.8	1.60	25.0
After Mtce.	1.88	24.05	322.5	1.61	24.2
Improvement	-0.07	0.23	-10.7	-0.01	-0.72
Improvement (%)	-3.7	1.0	- 3.4	-0.8	-2.9

Summary of FTP Results on 1975/1976 Models
17 (All) Air Pump/No Converter Equipped Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	2.15	33.88	442.4	1.70	17.7
After Mtce.	1.99	31.01	430.1	1.46	18.3
Improvement	0.16	2.86	12.3	0.24	0.63
Improvement (%)	7.4	8.4	2.8	14.3	3.6

Summary of FTP Results on 1975/1976 Models
36 (All) Air Pump/Converter Equipped Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	1.90	44.59	612.0	1.69	12.9
After Mtce.	1.36	28.54	644.1	1.69	12.8
Improvement	0.54	16.04	-32.2	0.00	-0.10
Improvement (%)	28.2	36.0	- 5.3	0.1	-0.8

Summary of FTP Results on 1975/1976 Models
50 (All) Converter/No Air Pump Equipped Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	2.63	61.66	541.2	1.61	13.7
After Mtce.	1.74	42.09	572.7	1.48	13.8
Improvement	0.89	19.57	-31.5	0.13	0.04
Improvement (%)	33.7	31.7	- 5.8	8.0	0.3

Summary of FTP Results on 1975/1976 Models
9 (All) No Air Pump/No Converter Equipped Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	2.41	36.10	367.7	2.31	20.5
After Mtce.	2.30	35.88	389.3	1.93	19.6
Improvement	0.11	0.22	-21.6	0.39	-0.95
Improvement (%)	4.6	0.6	- 5.9	16.8	-4.6

Summary of FTP Results on 1975/1976 Models
8 Failed Air Pump/No Converter Equipped Phase I and II Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	2.44	45.47	417.8	1.97	17.9
After Mtce.	2.49	52.87	446.5	1.83	16.5
Improvement	-0.05	- 7.4	-28.7	0.14	-1.35
Improvement (%)	-2.2	-16.3	- 6.9	7.0	-7.5

Summary of FTP Results on 1975/1976 Models
17 Failed Air Pump/Converter Equipped Phase I and II Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	4.41	77.05	620.5	1.55	11.7
After Mtce.	1.91	36.75	692.7	1.43	11.7
Improvement	2.50	40.31	-72.2	0.11	-0.01
Improvement (%)	56.7	52.3	-11.6	7.4	-0.1

Summary of FTP Results on 1975/1976 Models
84 Failed Converter/No Air Pump Equipped Phase I and II Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	3.59	86.63	518.6	1.39	13.3
After Mtce.	2.00	49.52	577.7	1.16	13.4
Improvement	1.58	37.11	-59.1	0.23	0.09
Improvement (%)	44.1	42.8	-11.4	16.3	0.6

Summary of FTP Results on 1975/1976 Models
15 Failed No Air Pump/No Converter Equipped Phase I and II Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	2.89	50.96	360.4	1.98	19.7
After Mtce.	2.48	41.71	395.7	1.74	18.9
Improvement	0.41	9.27	-35.3	0.24	-0.82
Improvement (%)	14.2	18.2	- 9.8	12.0	-4.1

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

DENVER

AIR PUMP / NO CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	0									
FORD	1	1.63	0.0	33.93	0.0	374.1	0.0	2.09	0.0	20.5
GENERAL MOTORS	0									
IMPORTS	13	2.19	0.9	33.94	12.8	446.1	219.4	1.73	1.0	17.5
NO. OF CYL.										
2	2	3.07	2.3	20.78	13.4	844.3	257.3	0.64	0.0	10.0
4	10	2.03	0.6	37.57	10.6	336.6	51.2	2.03	0.9	22.1
6	1	2.37	0.0	39.96	0.0	436.5	0.0	1.17	0.0	17.5
8	1	1.23	0.0	17.97	0.0	682.1	0.0	1.81	0.0	12.4
DISPLACEMENT										
LESS THAN 151	12	2.21	1.0	34.77	12.3	421.3	217.3	1.80	1.0	18.4
151 - 250	1	2.37	0.0	39.96	0.0	436.5	0.0	1.17	0.0	17.5
251 - 350	1	1.23	0.0	17.97	0.0	682.1	0.0	1.81	0.0	12.4
MORE THAN 350	0									
INERTIA WEIGHT										
1800 - 2799	12	2.27	0.9	35.27	12.4	426.4	216.8	1.72	1.0	18.1
2800 - 3799	1	1.63	0.0	33.93	0.0	374.1	0.0	2.09	0.0	20.5
3800 - 4799	1	1.23	0.0	17.97	0.0	682.1	0.0	1.81	0.0	12.4
4800 - 5799	0									
ALL VEHICLES	14	2.15	0.9	33.94	12.3	441.0	211.6	1.75	0.9	17.7

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

AIR PUMP / NO CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	CO2 MEAN	CO2 S.D.	NOXC MEAN	NOXC S.D.	MPG MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	0									
FORD	1	1.11	0.0	24.46	0.0	417.2	0.0	1.93	0.0	19.3
GENERAL MOTORS	0									
IMPORTS	13	2.03	0.7	29.97	9.6	430.3	136.1	1.42	0.6	18.3
NO. OF CYL.										
2	2	2.36	0.8	15.90	2.6	611.8	36.7	0.70	0.0	13.8
4	10	1.93	0.8	32.44	8.0	360.3	59.6	1.59	0.6	21.3
6	1	1.84	0.0	36.04	0.0	486.4	0.0	1.25	0.0	16.2
8	1	1.66	0.0	21.74	0.0	697.3	0.0	1.88	0.0	12.0
DISPLACEMENT										
LESS THAN 151	12	2.00	0.8	29.69	9.7	402.3	112.3	1.44	0.7	19.5
151 - 250	1	1.84	0.0	36.04	0.0	486.4	0.0	1.25	0.0	16.2
251 - 350	1	1.66	0.0	21.74	0.0	697.3	0.0	1.88	0.0	12.0
MORE THAN 350	0									
INERTIA WEIGHT										
1800 - 2799	12	2.06	0.7	30.65	9.7	408.0	114.9	1.38	0.6	19.2
2800 - 3799	1	1.11	0.0	24.46	0.0	417.2	0.0	1.93	0.0	19.3
3800 - 4799	1	1.66	0.0	21.74	0.0	697.3	0.0	1.88	0.0	12.0
4800 - 5799	0									
ALL VEHICLES	14	1.96	0.7	29.57	9.4	429.3	130.8	1.46	0.6	18.4

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

AIR PUMP / NO CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	CO2 IMPR	CO2 %IMPR	NOXC IMPR	NOXC %IMPR	FUEL ECONOMY IMPR	FUEL ECONOMY %IMPR
VEHICLE MFG.											
AMER. MOTORS	0										
CHRYSLER	0										
FORD	1	0.52	31.8	9.47	27.9	-43.1	-11.5	0.16	7.7	-1.19	-5.8
GENERAL MOTORS	0										
IMPORTS	13	0.16	7.3	3.97	11.7	15.8	3.6	0.31	17.8	0.82	4.7
NO. OF CYL.											
2	2	0.71	23.2	4.88	23.5	232.5	27.5	-0.05	-8.1	3.77	37.6
4	10	0.11	5.3	5.12	13.6	-23.7	-7.0	0.44	21.8	-0.81	-3.7
6	1	0.53	22.4	3.92	9.8	-50.0	-11.4	-0.09	-7.6	-1.34	-7.7
8	1	-0.43	-35.4	-3.77	-21.0	-15.2	-2.2	-0.07	-3.9	-0.38	-3.1
DISPLACEMENT											
LESS THAN 151	12	0.21	9.5	5.08	14.6	19.0	4.5	0.36	20.1	1.12	6.1
151 - 250	1	0.53	22.4	3.92	9.8	-50.0	-11.4	-0.09	-7.6	-1.34	-7.7
251 - 350	1	-0.43	-35.4	-3.77	-21.0	-15.2	-2.2	-0.07	-3.9	-0.38	-3.1
MORE THAN 350	0										
INERTIA WEIGHT											
1800 - 2799	12	0.21	9.3	4.62	13.1	18.4	4.3	0.34	19.7	1.03	5.7
2800 - 3799	1	0.52	31.8	9.47	27.9	-43.1	-11.5	0.16	7.7	-1.19	-5.8
3800 - 4799	1	-0.43	-35.4	-3.77	-21.0	-15.2	-2.2	-0.07	-3.9	-0.38	-3.1
4800 - 5799	0										
ALL VEHICLES	14	0.19	8.7	4.36	12.9	11.6	2.6	0.30	17.0	0.70	4.0

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

DENVER

AIR PUMP / CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	0.88	0.2	10.35	1.8	585.7	15.5	4.18	3.1	14.7
CHRYSLER	0									
FORD	18	1.52	0.7	38.60	21.9	651.8	104.6	1.48	0.5	12.4
GENERAL MOTORS	6	0.95	0.4	18.01	13.5	672.0	127.7	1.97	0.3	12.6
IMPORTS	4	1.43	0.7	36.23	23.8	410.6	27.4	1.22	0.5	18.8
NO. OF CYL.										
2	0									
4	5	1.38	0.6	32.85	21.9	418.4	29.4	1.13	0.5	18.7
6	4	0.99	0.5	19.01	9.0	552.9	43.7	1.36	0.4	15.1
8	21	1.42	0.7	34.67	23.2	679.8	94.0	1.94	1.1	12.0
DISPLACEMENT										
LESS THAN 151	5	1.38	0.6	32.85	21.9	418.4	29.4	1.13	0.5	18.7
151 - 250	4	0.99	0.5	19.01	9.0	552.9	43.7	1.36	0.4	15.1
251 - 350	4	1.06	0.2	18.40	13.7	559.9	45.8	1.73	0.8	15.0
MORE THAN 350	17	1.50	0.8	38.50	23.5	708.0	78.8	1.98	1.2	11.5
INERTIA WEIGHT										
1800 - 2799	3	1.20	0.7	25.72	13.6	412.9	33.0	1.29	0.6	19.4
2800 - 3799	10	1.15	0.5	23.67	18.2	530.4	66.8	1.42	0.6	15.5
3800 - 4799	11	1.49	0.9	37.27	26.8	670.6	62.9	2.13	1.5	12.1
4800 - 5799	6	1.52	0.6	40.76	18.0	776.5	56.9	1.71	0.3	10.5
ALL VEHICLES	30	1.35	0.7	32.28	21.8	619.3	128.9	1.73	1.0	13.2

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

AIR PUMP / CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	0.92	0.2	10.72	1.9	561.1	1.4	3.83	3.1	15.3
CHRYSLER	0									
FORD	18	1.22	0.4	29.11	11.4	692.4	136.4	1.53	0.5	12.0
GENERAL MOTORS	6	0.95	0.3	16.28	10.9	672.8	117.9	2.06	0.6	12.7
IMPORTS	4	1.79	1.5	41.88	29.1	397.5	66.9	1.20	0.5	18.9
NO. OF CYL.										
2	0									
4	5	1.62	1.3	36.28	28.2	404.9	60.2	1.13	0.5	19.0
6	4	0.93	0.4	18.67	11.4	551.4	70.3	1.22	0.5	15.2
8	21	1.18	0.3	26.40	12.7	713.4	112.4	1.99	1.1	11.7
DISPLACEMENT										
LESS THAN 151	5	1.62	1.3	36.28	28.2	404.9	60.2	1.13	0.5	19.0
151 - 250	4	0.93	0.4	18.67	11.4	551.4	70.3	1.22	0.5	15.2
251 - 350	4	1.07	0.2	16.01	8.4	554.3	35.2	1.78	0.9	15.2
MORE THAN 350	17	1.21	0.4	28.85	12.5	750.9	87.9	2.04	1.1	11.1
INERTIA WEIGHT										
1800 - 2799	3	1.89	1.8	36.97	33.6	366.5	30.9	1.34	0.6	20.6
2800 - 3799	10	1.04	0.3	20.92	15.0	534.8	60.8	1.36	0.7	15.5
3800 - 4799	11	1.19	0.5	28.69	14.9	735.9	102.6	2.18	1.3	11.3
4800 - 5799	6	1.25	0.1	29.15	7.6	778.4	47.5	1.79	0.4	10.7
ALL VEHICLES	30	1.22	0.6	27.02	16.1	640.4	155.7	1.75	1.0	12.9

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

AIR PUMP / CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	2	-0.04	-4.6	-0.37	-3.6	24.6	4.2	0.35	8.4	0.60	4.1
CHRYSLER	0										
FORD	18	0.30	19.8	9.49	24.6	-40.6	-6.2	-0.05	-3.2	-0.41	-3.3
GENERAL MOTORS	6	0.00	0.3	1.74	9.6	-0.8	-0.1	-0.09	-4.6	0.04	0.3
IMPORTS	4	-0.36	-25.2	-5.65	-15.6	13.2	3.2	0.02	1.6	0.13	0.7
NO. OF CYL.											
2	0										
4	5	-0.24	-17.2	-3.42	-10.4	13.5	3.2	-0.00	-0.3	0.30	1.6
6	4	0.06	6.0	0.34	1.8	1.4	0.3	0.14	10.5	0.06	0.4
8	21	0.23	16.3	8.27	23.8	-33.7	-5.0	-0.06	-2.9	-0.32	-2.6
DISPLACEMENT											
LESS THAN 151	5	-0.24	-17.2	-3.42	-10.4	13.5	3.2	-0.00	-0.3	0.30	1.6
151 - 250	4	0.06	6.0	0.34	1.8	1.4	0.3	0.14	10.5	0.06	0.4
251 - 350	4	-0.01	-0.6	2.39	13.0	5.6	1.0	-0.05	-2.9	0.24	1.6
MORE THAN 350	17	0.29	19.1	9.65	25.1	-42.9	-6.1	-0.06	-2.9	-0.38	-3.4
INERTIA WEIGHT											
1800 - 2799	3	-0.69	-57.6	-11.25	-43.7	46.4	11.2	-0.05	-4.3	1.20	6.2
2800 - 3799	10	0.11	9.6	2.75	11.6	-4.4	-0.8	0.05	-3.7	0.01	0.1
3800 - 4799	11	0.30	19.8	8.58	23.0	-65.3	-9.7	-0.05	-2.2	-0.78	-6.5
4800 - 5799	6	0.27	17.9	11.61	28.5	-1.9	-0.2	-0.08	-4.4	0.22	2.1
ALL VEHICLES	30	0.13	9.6	5.26	16.3	-21.1	-3.4	-0.02	-1.2	-0.24	-1.8

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

DENVER

CONVERTER / NO AIR PUMP

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	5	2.37	1.4	43.00	22.1	556.7	118.4	1.65	0.4	14.0
FORD	1	1.57	0.0	30.19	0.0	620.4	0.0	2.11	0.0	13.2
GENERAL MOTORS	21	1.79	0.7	43.04	20.0	556.9	75.7	1.75	1.1	14.1
IMPORTS	0									
NO. OF CYL.										
2	0									
4	0									
6	6	1.58	0.9	27.68	15.7	464.9	42.3	2.16	0.5	17.3
8	21	1.98	0.8	46.81	18.9	586.1	69.6	1.62	1.0	13.3
DISPLACEMENT										
LESS THAN 151	0									
151 - 250	6	1.58	0.9	27.68	15.7	464.9	42.3	2.16	0.5	17.3
251 - 350	14	2.20	0.9	52.16	19.8	547.4	37.3	1.61	1.2	13.9
MORE THAN 350	7	1.55	0.1	36.11	12.0	663.6	51.4	1.65	0.6	12.2
INERTIA WEIGHT										
1800 - 2799	0									
2800 - 3799	8	1.81	1.3	31.51	21.0	483.9	57.7	2.00	0.5	16.5
3800 - 4799	15	2.04	0.6	48.42	19.2	561.3	39.9	1.69	1.2	13.8
4800 - 5799	4	1.52	0.1	42.70	10.9	701.8	26.9	1.41	0.5	11.5
ALL VEHICLES	27	1.89	0.8	42.56	19.7	559.2	81.9	1.74	0.9	14.0

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

CONVERTER / NO AIR PUMP

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	5	1.55	1.0	32.34	20.8	585.1	138.6	1.56	0.6	13.8
FORD	1	1.41	0.0	26.14	0.0	631.3	0.0	2.41	0.0	13.1
GENERAL MOTORS	21	1.38	0.4	36.73	15.6	570.7	78.3	1.52	1.0	14.0
IMPORTS	0									
NO. OF CYL.										
2	0									
4	0									
6	6	1.40	1.0	27.98	20.0	464.9	46.2	1.98	0.5	17.3
8	21	1.42	0.3	37.68	14.7	607.2	70.1	1.44	1.0	13.2
DISPLACEMENT										
LESS THAN 151	0									
151 - 250	6	1.40	1.0	27.98	20.0	464.9	46.2	1.98	0.5	17.3
251 - 350	14	1.42	0.3	35.86	13.4	569.2	33.1	1.41	1.1	14.1
MORE THAN 350	7	1.43	0.4	41.34	17.5	683.3	62.3	1.49	0.7	11.8
INERTIA WEIGHT										
1800 - 2799	0									
2800 - 3799	8	1.36	0.9	26.06	17.2	493.0	66.3	1.80	0.6	16.5
3800 - 4799	15	1.39	0.3	35.82	12.8	580.4	41.1	1.55	1.1	13.8
4800 - 5799	4	1.60	0.4	53.39	11.2	722.8	50.0	1.10	0.2	10.9
ALL VEHICLES	27	1.42	0.5	35.53	16.1	575.6	88.5	1.56	0.9	14.0

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

CONVERTER / NO AIR PUMP

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	0										
CHRYSLER	5	0.82	34.6	10.66	24.8	-28.4	-5.1	0.09	5.6	-0.20	-1.4
FORD	1	0.17	10.5	4.05	13.4	-11.0	-1.8	-0.30	-14.1	-0.08	-0.6
GENERAL MOTORS	21	0.41	22.9	6.31	14.7	-13.8	-2.5	0.23	13.1	-0.06	-0.4
IMPORTS	0										
NO. OF CYL.											
2	0										
4	0										
6	6	0.18	11.1	-0.31	-1.1	-0.0	-0.0	0.18	8.4	0.00	0.0
8	21	0.56	28.5	9.13	19.5	-21.1	-3.6	0.19	11.4	-0.10	-0.7
DISPLACEMENT											
LESS THAN 151	0										
151 - 250	6	0.18	11.1	-0.31	-1.1	-0.0	-0.0	0.18	8.4	0.00	0.0
251 - 350	14	0.78	35.6	16.31	31.3	-21.8	-4.0	0.19	12.1	0.14	1.0
MORE THAN 350	7	0.13	8.2	-5.23	-14.5	-19.7	-3.0	0.17	10.1	-0.45	-3.7
INERTIA WEIGHT											
1800 - 2799	0										
2800 - 3799	8	0.45	24.8	5.45	17.3	-9.1	-1.9	0.20	10.2	0.03	0.2
3800 - 4799	15	0.64	31.5	12.60	26.0	-19.1	-3.4	0.14	8.3	0.06	0.4
4800 - 5799	4	-0.08	-5.4	-10.69	-25.0	-21.0	-3.0	0.31	22.1	-0.54	-4.7
ALL VEHICLES	27	0.48	25.2	7.03	16.5	-16.4	-2.9	0.18	10.6	-0.08	-0.6

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

DENVER

NO AIR PUMP / NO CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	0									
FORD	0									
GENERAL MOTORS	0									
IMPORTS	2	1.81	0.2	24.28	22.1	311.8	68.8	1.60	0.6	25.0
NO. OF CYL.										
2	0									
4	2	1.81	0.2	24.28	22.1	311.8	68.8	1.60	0.6	25.0
6	0									
8	0									
DISPLACEMENT										
LESS THAN 151	2	1.81	0.2	24.28	22.1	311.8	68.8	1.60	0.6	25.0
151 - 250	0									
251 - 350	0									
MORE THAN 350	0									
INERTIA WEIGHT										
1800 - 2799	2	1.81	0.2	24.28	22.1	311.8	68.8	1.60	0.6	25.0
2800 - 3799	0									
3800 - 4799	0									
4800 - 5799	0									
ALL VEHICLES	2	1.81	0.2	24.28	22.1	311.8	68.8	1.60	0.6	25.0

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

NO AIR PUMP / NO CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	0									
FORD	0									
GENERAL MOTORS	0									
IMPORTS	2	1.88	0.0	24.05	24.8	322.5	71.4	1.61	0.4	24.2
NO. OF CYL.										
2	0									
4	2	1.88	0.0	24.05	24.8	322.5	71.4	1.61	0.4	24.2
6	0									
8	0									
DISPLACEMENT										
LESS THAN 151	2	1.88	0.0	24.05	24.8	322.5	71.4	1.61	0.4	24.2
151 - 250	0									
251 - 350	0									
MORE THAN 350	0									
INERTIA WEIGHT										
1800 - 2799	2	1.88	0.0	24.05	24.8	322.5	71.4	1.61	0.4	24.2
2800 - 3799	0									
3800 - 4799	0									
4800 - 5799	0									
ALL VEHICLES	2	1.88	0.0	24.05	24.8	322.5	71.4	1.61	0.4	24.2

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

NO AIR PUMP / NO CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC		CO		CO2		NOXC		FUEL ECONOMY	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	0										
CHRYSLER	0										
FORD	0										
GENERAL MOTORS	0										
IMPORTS	2	-0.07	-3.7	0.23	1.0	-10.7	-3.4	-0.01	-0.8	-0.72	-2.9
NO. OF CYL.											
2	0										
4	2	-0.07	-3.7	0.23	1.0	-10.7	-3.4	-0.01	-0.8	-0.72	-2.9
6	0										
8	0										
DISPLACEMENT											
LESS THAN 151	2	-0.07	-3.7	0.23	1.0	-10.7	-3.4	-0.01	-0.8	-0.72	-2.9
151 - 250	0										
251 - 350	0										
MORE THAN 350	0										
INERTIA WEIGHT											
1800 - 2799	2	-0.07	-3.7	0.23	1.0	-10.7	-3.4	-0.01	-0.8	-0.72	-2.9
2800 - 3799	0										
3800 - 4799	0										
4800 - 5799	0										
ALL VEHICLES	2	-0.07	-3.7	0.23	1.0	-10.7	-3.4	-0.01	-0.8	-0.72	-2.9

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

DENVER

AIR PUMP / NO CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	0									
FORD	1	1.63	0.0	33.93	0.0	374.1	0.0	2.09	0.0	20.5
GENERAL MOTORS	0									
IMPORTS	15	2.23	0.9	34.28	12.7	440.3	203.7	1.73	0.9	17.7
NO. OF CYL.										
2	2	3.07	2.3	20.78	13.4	844.3	257.3	0.64	0.0	10.0
4	12	2.12	0.6	37.38	10.8	347.6	53.0	1.98	0.9	21.5
6	1	2.37	0.0	39.96	0.0	436.5	0.0	1.17	0.0	17.5
8	1	1.23	0.0	17.97	0.0	682.1	0.0	1.81	0.0	12.4
DISPLACEMENT										
LESS THAN 151	14	2.25	0.9	35.01	12.2	418.6	200.0	1.79	1.0	18.5
151 - 250	1	2.37	0.0	39.96	0.0	436.5	0.0	1.17	0.0	17.5
251 - 350	1	1.23	0.0	17.97	0.0	682.1	0.0	1.81	0.0	12.4
MORE THAN 350	0									
INERTIA WEIGHT										
1800 - 2799	14	2.31	0.9	35.44	12.3	423.0	199.7	1.73	1.0	18.3
2800 - 3799	1	1.63	0.0	33.93	0.0	374.1	0.0	2.09	0.0	20.5
3800 - 4799	1	1.23	0.0	17.97	0.0	682.1	0.0	1.81	0.0	12.4
4800 - 5799	0									
ALL VEHICLES	16	2.20	0.9	34.26	12.2	436.2	197.5	1.75	0.9	17.9

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

AIR PUMP / NO CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	0									
FORD	1	1.11	0.0	24.46	0.0	417.2	0.0	1.93	0.0	19.3
GENERAL MOTORS	0									
IMPORTS	15	2.08	0.7	31.30	10.2	426.8	126.4	1.48	0.7	18.4
NO. OF CYL.										
2	2	2.36	0.8	15.90	2.6	611.8	36.7	0.70	0.0	13.8
4	12	2.01	0.7	33.69	8.7	367.6	56.7	1.64	0.7	20.8
6	1	1.84	0.0	36.04	0.0	486.4	0.0	1.25	0.0	16.2
8	1	1.66	0.0	21.74	0.0	697.3	0.0	1.88	0.0	12.0
DISPLACEMENT										
LESS THAN 151	14	2.06	0.7	31.15	10.3	402.5	103.4	1.50	0.7	19.4
151 - 250	1	1.84	0.0	36.04	0.0	486.4	0.0	1.25	0.0	16.2
251 - 350	1	1.66	0.0	21.74	0.0	697.3	0.0	1.88	0.0	12.0
MORE THAN 350	0									
INERTIA WEIGHT										
1800 - 2799	14	2.12	0.7	31.98	10.2	407.5	105.8	1.46	0.7	19.1
2800 - 3799	1	1.11	0.0	24.46	0.0	417.2	0.0	1.93	0.0	19.3
3800 - 4799	1	1.66	0.0	21.74	0.0	697.3	0.0	1.88	0.0	12.0
4800 - 5799	0									
ALL VEHICLES	16	2.02	0.7	30.87	10.0	426.2	122.2	1.51	0.7	18.4

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

AIR PUMP / NO CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	CO2 IMPR	CO2 %IMPR	NOXC IMPR	NOXC %IMPR	FUEL ECONOMY IMPR	FUEL ECONOMY %IMPR
VEHICLE MFG.											
AMER. MOTORS	0										
CHRYSLER	0										
FORD	1	0.52	31.8	9.47	27.9	-43.1	-11.5	0.16	7.7	-1.19	-5.8
GENERAL MOTORS	0										
IMPORTS	15	0.15	6.6	2.98	8.7	13.5	3.1	0.25	14.3	0.68	3.9
NO. OF CYL.											
2	2	0.71	23.2	4.88	23.5	232.5	27.5	-0.05	-8.1	3.77	37.6
4	12	0.10	4.8	3.69	9.9	-20.0	-5.8	0.34	17.4	-0.70	-3.3
6	1	0.53	22.4	3.92	9.8	-50.0	-11.4	-0.09	-7.6	-1.34	-7.7
8	1	-0.43	-35.4	-3.77	-21.0	-15.2	-2.2	-0.07	-3.9	-0.38	-3.1
DISPLACEMENT											
LESS THAN 151	14	0.19	8.4	3.86	11.0	16.1	3.8	0.29	16.0	0.92	5.0
151 - 250	1	0.53	22.4	3.92	9.8	-50.0	-11.4	-0.09	-7.6	-1.34	-7.7
251 - 350	1	-0.43	-35.4	-3.77	-21.0	-15.2	-2.2	-0.07	-3.9	-0.38	-3.1
MORE THAN 350	0										
INERTIA WEIGHT											
1800 - 2799	14	0.19	8.2	3.46	9.8	15.6	3.7	0.27	15.6	0.85	4.7
2800 - 3799	1	0.52	31.8	9.47	27.9	-43.1	-11.5	0.16	7.7	-1.19	-5.8
3800 - 4799	1	-0.43	-35.4	-3.77	-21.0	-15.2	-2.2	-0.07	-3.9	-0.38	-3.1
4800 - 5799	0										
ALL VEHICLES	16	0.17	7.8	3.39	9.9	10.0	2.3	0.24	13.8	0.59	3.3

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

DENVER

AIR PUMP / CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	0.88	0.2	10.35	1.8	585.7	15.5	4.18	3.1	14.7
CHRYSLER	0									
FORD	23	2.15	2.2	53.63	59.0	652.2	97.6	1.52	0.5	11.9
GENERAL MOTORS	6	0.95	0.4	18.01	13.5	672.0	127.7	1.97	0.3	12.6
IMPORTS	6	2.12	1.4	45.09	23.1	394.8	65.4	1.10	0.4	18.8
NO. OF CYL.										
2	0									
4	6	1.91	1.4	37.30	22.4	394.2	64.8	1.08	0.4	19.3
6	5	1.29	0.8	28.43	22.5	532.9	58.5	1.27	0.4	15.3
8	26	1.99	2.1	48.73	57.3	674.7	90.1	1.88	1.0	11.7
DISPLACEMENT										
LESS THAN 151	6	1.91	1.4	37.30	22.4	394.2	64.8	1.08	0.4	19.3
151 - 250	5	1.29	0.8	28.43	22.5	532.9	58.5	1.27	0.4	15.3
251 - 350	5	1.46	0.9	22.56	15.1	566.7	42.5	1.80	0.7	14.6
MORE THAN 350	21	2.12	2.3	54.96	62.0	700.5	78.6	1.90	1.1	11.2
INERTIA WEIGHT										
1800 - 2799	5	2.12	1.5	40.56	22.6	393.0	73.0	1.12	0.5	19.1
2800 - 3799	11	1.32	0.7	25.09	17.9	536.2	66.2	1.48	0.6	15.3
3800 - 4799	15	2.36	2.7	60.64	72.5	670.0	64.8	1.98	1.3	11.5
4800 - 5799	6	1.52	0.6	40.76	18.0	776.5	56.9	1.71	0.3	10.5
ALL VEHICLES	37	1.88	1.9	44.13	49.6	610.1	135.0	1.67	0.9	12.9

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

AIR PUMP / CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	0.92	0.2	10.72	1.9	561.1	1.4	3.83	3.1	15.3
CHRYSLER	0									
FORD	23	1.28	0.4	29.87	13.3	702.1	126.8	1.52	0.5	11.8
GENERAL MOTORS	6	0.95	0.3	16.28	10.9	672.8	117.9	2.06	0.6	12.7
IMPORTS	6	2.26	1.9	42.48	28.4	395.7	102.1	1.06	0.5	18.9
NO. OF CYL.										
2	0									
4	6	2.23	1.9	42.05	28.9	379.6	82.1	1.06	0.5	19.6
6	5	0.96	0.4	18.23	9.9	547.4	61.6	1.15	0.4	15.3
8	26	1.24	0.4	27.60	14.2	718.0	106.7	1.90	1.0	11.6
DISPLACEMENT										
LESS THAN 151	6	2.23	1.9	42.05	28.9	379.6	82.1	1.06	0.5	19.6
151 - 250	5	0.96	0.4	18.23	9.9	547.4	61.6	1.15	0.4	15.3
251 - 350	5	1.10	0.2	13.98	8.5	564.0	37.5	1.76	0.8	15.1
MORE THAN 350	21	1.27	0.4	30.84	13.4	754.6	81.3	1.93	1.0	11.0
INERTIA WEIGHT										
1800 - 2799	5	2.41	2.1	39.66	30.8	376.7	101.7	1.12	0.5	19.9
2800 - 3799	11	1.06	0.3	19.55	15.0	541.0	61.2	1.39	0.7	15.4
3800 - 4799	15	1.28	0.5	31.51	15.3	745.1	91.0	1.99	1.2	11.1
4800 - 5799	6	1.25	0.1	29.15	7.6	778.4	47.5	1.79	0.4	10.7
ALL VEHICLES	37	1.36	0.9	28.67	17.7	640.0	161.7	1.66	0.9	12.9

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

AIR PUMP / CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	2	-0.04	-4.6	-0.37	-3.6	24.6	4.2	0.35	8.4	0.60	4.1
CHRYSLER	0										
FORD	23	0.87	40.6	23.77	44.3	-49.9	-7.6	-0.00	-0.0	-0.15	-1.3
GENERAL MOTORS	6	0.00	0.3	1.74	9.6	-0.8	-0.1	-0.09	-4.6	0.04	0.3
IMPORTS	6	-0.13	-6.2	2.61	5.8	-0.9	-0.2	0.04	3.4	0.11	0.6
NO. OF CYL.											
2	0										
4	6	-0.32	-16.9	-4.75	-12.7	14.6	3.7	0.02	1.5	0.26	1.4
6	5	0.33	25.4	10.20	35.9	-14.5	-2.7	0.12	9.6	0.07	0.4
8	26	0.75	37.7	21.13	43.4	-43.2	-6.4	-0.01	-0.7	-0.12	-1.0
DISPLACEMENT											
LESS THAN 151	6	-0.32	-16.9	-4.75	-12.7	14.6	3.7	0.02	1.5	0.26	1.4
151 - 250	5	0.33	25.4	10.20	35.9	-14.5	-2.7	0.12	9.6	0.07	0.4
251 - 350	5	0.36	24.5	8.58	38.0	2.7	0.5	0.04	2.4	0.43	2.9
MORE THAN 350	21	0.85	39.9	24.12	43.9	-54.1	-7.7	-0.03	-1.4	-0.19	-1.7
INERTIA WEIGHT											
1800 - 2799	5	-0.28	-13.4	0.90	2.2	16.3	4.1	-0.00	-0.3	0.72	3.8
2800 - 3799	11	0.26	20.0	5.54	22.1	-4.8	-0.9	0.09	5.8	0.13	0.8
3800 - 4799	15	1.07	45.5	29.13	48.0	-75.1	-11.2	-0.01	-0.3	-0.37	-3.2
4800 - 5799	6	0.27	17.9	11.61	28.5	-1.9	-0.2	-0.08	-4.4	0.22	2.1
ALL VEHICLES	37	0.52	27.6	15.46	35.0	-30.0	-4.9	0.01	0.6	-0.08	-0.6

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

DENVER

CONVERTER / NO AIR PUMP

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	15	3.32	1.2	74.68	33.2	557.6	92.8	1.76	0.4	12.9
FORD	1	1.57	0.0	30.19	0.0	620.4	0.0	2.11	0.0	13.2
GENERAL MOTORS	34	2.35	1.2	56.84	31.3	531.7	99.7	1.52	0.9	14.1
IMPORTS	0									
NO. OF CYL.										
2	0									
4	4	2.70	1.4	63.07	33.0	336.0	28.9	1.08	0.4	20.0
6	7	1.85	1.1	33.47	21.0	451.5	52.4	2.18	0.4	17.4
8	39	2.76	1.2	66.57	32.3	578.4	65.7	1.56	0.8	12.8
DISPLACEMENT										
LESS THAN 151	4	2.70	1.4	63.07	33.0	336.0	28.9	1.08	0.4	20.0
151 - 250	7	1.85	1.1	33.47	21.0	451.5	52.4	2.18	0.4	17.4
251 - 350	21	2.50	0.9	59.48	21.6	539.4	39.5	1.52	1.0	13.9
MORE THAN 350	18	3.06	1.5	74.84	40.6	623.9	61.2	1.60	0.4	11.8
INERTIA WEIGHT										
1800 - 2799	3	2.94	1.6	67.12	39.2	322.1	8.8	1.16	0.4	20.3
2800 - 3799	11	2.11	1.2	43.05	28.9	467.0	67.2	1.83	0.6	16.4
3800 - 4799	26	2.66	1.0	62.67	26.8	555.8	46.8	1.63	0.9	13.4
4800 - 5799	10	3.01	1.7	77.84	42.4	650.7	59.3	1.42	0.4	11.3
ALL VEHICLES	50	2.63	1.2	61.66	32.6	541.2	97.1	1.61	0.8	13.7

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

CONVERTER / NO AIR PUMP

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	15	1.93	1.2	43.54	24.5	611.1	109.9	1.57	0.6	12.9
FORD	1	1.41	0.0	26.14	0.0	631.3	0.0	2.41	0.0	13.1
GENERAL MOTORS	34	1.67	0.8	41.92	23.6	554.0	99.7	1.41	0.8	14.2
IMPORTS	0									
NO. OF CYL.										
2	0									
4	4	1.70	0.9	35.78	11.2	359.7	30.3	1.00	0.3	21.1
6	7	1.31	1.0	26.00	19.0	463.3	42.4	1.92	0.5	17.5
8	39	1.82	1.0	45.63	24.1	614.2	70.4	1.45	0.8	12.8
DISPLACEMENT										
LESS THAN 151	4	1.70	0.9	35.78	11.2	359.7	30.3	1.00	0.3	21.1
151 - 250	7	1.31	1.0	26.00	19.0	463.3	42.4	1.92	0.5	17.5
251 - 350	21	1.55	0.5	38.79	17.3	570.0	31.2	1.47	1.0	14.0
MORE THAN 350	18	2.14	1.3	53.60	28.7	665.7	68.7	1.43	0.5	11.7
INERTIA WEIGHT										
1800 - 2799	3	1.90	1.0	37.87	12.8	354.8	35.0	1.02	0.4	21.1
2800 - 3799	11	1.34	0.8	27.11	16.2	484.5	70.5	1.62	0.6	16.7
3800 - 4799	26	1.78	0.9	42.73	18.2	589.6	46.6	1.58	0.9	13.4
4800 - 5799	10	2.04	1.3	58.17	34.7	691.3	75.9	1.20	0.3	11.2
ALL VEHICLES	50	1.74	0.9	42.09	23.5	572.7	104.4	1.48	0.8	13.8

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

CONVERTER / NO AIR PUMP

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	CO2 IMPR	CO2 %IMPR	NOXC IMPR	NOXC %IMPR	FUEL ECONOMY IMPR	FUEL ECONOMY %IMPR
VEHICLE MFG.											
AMER. MOTORS	0										
CHRYSLER	15	1.40	42.0	31.14	41.7	-53.6	-9.6	0.20	11.1	-0.00	-0.0
FORD	1	0.17	10.5	4.05	13.4	-11.0	-1.8	-0.30	-14.1	-0.08	-0.6
GENERAL MOTORS	34	0.68	29.0	14.92	26.2	-22.3	-4.2	0.11	7.3	0.07	0.5
IMPORTS	0										
NO. OF CYL.											
2	0										
4	4	1.00	37.0	27.29	43.3	-23.7	-7.1	0.08	7.8	1.06	5.3
6	7	0.54	29.0	7.46	22.3	-11.8	-2.6	0.26	12.0	0.06	0.3
8	39	0.94	34.0	20.95	31.5	-35.8	-6.2	0.11	7.0	0.00	0.0
DISPLACEMENT											
LESS THAN 151	4	1.00	37.0	27.29	43.3	-23.7	-7.1	0.08	7.8	1.06	5.3
151 - 250	7	0.54	29.0	7.46	22.3	-11.8	-2.6	0.26	12.0	0.06	0.3
251 - 350	21	0.95	38.1	20.69	34.8	-30.6	-5.7	0.06	3.7	0.11	0.8
MORE THAN 350	18	0.92	30.1	21.24	28.4	-41.8	-6.7	0.17	10.6	-0.09	-0.7
INERTIA WEIGHT											
1800 - 2799	3	1.05	35.6	29.25	43.6	-32.7	-10.2	0.14	12.1	0.80	3.9
2800 - 3799	11	0.77	36.6	15.94	37.0	-17.5	-3.7	0.21	11.2	0.31	1.9
3800 - 4799	26	0.89	33.3	19.94	31.8	-33.7	-6.1	0.06	3.6	0.01	0.1
4800 - 5799	10	0.97	32.2	19.67	25.3	-40.6	-6.2	0.22	15.4	-0.10	-0.8
ALL VEHICLES	50	0.89	33.7	19.57	31.7	-31.5	-5.8	0.13	8.0	0.04	0.3

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

DENVER

NO AIR PUMP / NO CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	4	2.42	0.3	42.67	18.8	430.2	50.6	2.78	0.8	17.6
CHRYSLER	0									
FORD	0									
GENERAL MOTORS	0									
IMPORTS	5	2.40	0.6	30.84	15.3	317.7	53.2	1.94	0.7	23.7
NO. OF CYL.										
2	0									
4	5	2.40	0.6	30.84	15.3	317.7	53.2	1.94	0.7	23.7
6	4	2.42	0.3	42.67	18.8	430.2	50.6	2.78	0.8	17.6
8	0									
DISPLACEMENT										
LESS THAN 151	5	2.40	0.6	30.84	15.3	317.7	53.2	1.94	0.7	23.7
151 - 250	2	2.24	0.0	33.54	1.0	391.7	4.8	2.81	0.9	19.7
251 - 350	2	2.60	0.5	51.81	27.0	468.6	41.9	2.75	1.1	15.9
MORE THAN 350	0									
INERTIA WEIGHT										
1800 - 2799	5	2.40	0.6	30.84	15.3	317.7	53.2	1.94	0.7	23.7
2800 - 3799	3	2.25	0.0	33.27	0.9	407.5	27.5	3.04	0.8	19.0
3800 - 4799	1	2.95	0.0	70.88	0.0	498.3	0.0	1.98	0.0	14.3
4800 - 5799	0									
ALL VEHICLES	9	2.41	0.5	36.10	17.0	367.7	76.8	2.31	0.8	20.5

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

NO AIR PUMP / NO CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	4	2.36	0.6	49.00	25.4	462.4	26.6	1.96	0.5	16.2
CHRYSLER	0									
FORD	0									
GENERAL MOTORS	0									
IMPORTS	5	2.25	0.4	25.38	13.6	330.9	57.6	1.90	0.4	23.5
NO. OF CYL.										
2	0									
4	5	2.25	0.4	25.38	13.6	330.9	57.6	1.90	0.4	23.5
6	4	2.36	0.6	49.00	25.4	462.4	26.6	1.96	0.5	16.2
8	0									
DISPLACEMENT										
LESS THAN 151	5	2.25	0.4	25.38	13.6	330.9	57.6	1.90	0.4	23.5
151 - 250	2	2.22	0.2	40.64	2.3	442.6	23.0	1.77	0.3	17.3
251 - 350	2	2.49	1.0	57.35	40.6	482.3	2.8	2.15	0.7	15.3
MORE THAN 350	0									
INERTIA WEIGHT										
1800 - 2799	5	2.25	0.4	25.38	13.6	330.9	57.6	1.90	0.4	23.5
2800 - 3799	3	2.08	0.3	36.65	7.1	455.2	27.2	2.06	0.6	17.1
3800 - 4799	1	3.19	0.0	86.04	0.0	484.3	0.0	1.65	0.0	14.1
4800 - 5799	0									
ALL VEHICLES	9	2.30	0.5	35.88	22.1	389.3	82.1	1.93	0.4	19.6

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

NO AIR PUMP / NO CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	4	0.07	2.8	-6.33	-14.8	-32.3	-7.5	0.82	29.5	-1.35	-7.7
CHRYSLER	0										
FORD	0										
GENERAL MOTORS	0										
IMPORTS	5	0.14	6.0	5.46	17.7	-13.1	-4.1	0.04	2.2	-0.26	-1.1
NO. OF CYL.											
2	0										
4	5	0.14	6.0	5.46	17.7	-13.1	-4.1	0.04	2.2	-0.26	-1.1
6	4	0.07	2.8	-6.33	-14.8	-32.3	-7.5	0.82	29.5	-1.35	-7.7
8	0										
DISPLACEMENT											
LESS THAN 151	5	0.14	6.0	5.46	17.7	-13.1	-4.1	0.04	2.2	-0.26	-1.1
151 - 250	2	0.03	1.2	-7.10	-21.2	-50.9	-13.0	1.04	37.1	-2.37	-12.1
251 - 350	2	0.11	4.2	-5.55	-10.7	-13.7	-2.9	0.60	21.8	-0.60	-3.8
MORE THAN 350	0										
INERTIA WEIGHT											
1800 - 2799	5	0.14	6.0	5.46	17.7	-13.1	-4.1	0.04	2.2	-0.26	-1.1
2800 - 3799	3	0.17	7.7	-3.38	-10.2	-47.7	-11.7	0.98	32.4	-1.92	-10.1
3800 - 4799	1	-0.25	-8.3	-15.16	-21.4	14.0	2.8	0.32	16.3	-0.24	-1.7
4800 - 5799	0										
ALL VEHICLES	9	0.11	4.6	0.22	0.6	-21.6	-5.9	0.39	16.8	-0.95	-4.6

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

DENVER

AIR PUMP / NO CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	2.18	0.0	44.02	4.3	440.5	29.3	2.23	0.5	17.2
CHRYSLER	0									
FORD	2	3.06	1.7	67.15	50.3	478.7	131.0	2.01	0.4	14.9
GENERAL MOTORS	0									
IMPORTS	4	2.25	0.4	35.36	9.7	376.1	53.5	1.82	0.7	20.2
NO. OF CYL.										
2	0									
4	5	2.18	0.4	34.61	8.5	378.1	46.5	1.80	0.6	20.2
6	2	2.18	0.0	44.02	4.3	440.5	29.3	2.23	0.5	17.2
8	1	4.25	0.0	102.69	0.0	571.3	0.0	2.31	0.0	11.9
DISPLACEMENT										
LESS THAN 151	5	2.18	0.4	34.61	8.5	378.1	46.5	1.80	0.6	20.2
151 - 250	1	2.18	0.0	40.99	0.0	419.8	0.0	1.87	0.0	18.1
251 - 350	1	2.18	0.0	47.05	0.0	461.2	0.0	2.59	0.0	16.4
MORE THAN 350	1	4.25	0.0	102.69	0.0	571.3	0.0	2.31	0.0	11.9
INERTIA WEIGHT										
1800 - 2799	3	2.36	0.4	35.53	11.8	367.2	61.8	1.64	0.8	20.6
2800 - 3799	5	2.48	1.0	51.44	29.3	448.2	74.3	2.17	0.4	16.5
3800 - 4799	0									
4800 - 5799	0									
ALL VEHICLES	8	2.44	0.8	45.47	24.4	417.8	77.5	1.97	0.6	17.9

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

AIR PUMP / NO CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	3.00	1.5	108.42	101.2	484.9	99.4	1.42	0.4	13.4
CHRYSLER	0									
FORD	2	2.36	0.8	28.61	6.0	533.6	174.2	1.74	0.7	15.1
GENERAL MOTORS	0									
IMPORTS	4	2.30	0.3	37.23	8.3	383.8	55.2	2.09	0.8	19.7
NO. OF CYL.										
2	0									
4	5	2.20	0.4	36.35	7.5	389.1	49.3	1.93	0.8	19.6
6	2	3.00	1.5	108.42	101.2	484.9	99.4	1.42	0.4	13.4
8	1	2.93	0.0	24.40	0.0	656.8	0.0	2.20	0.0	12.6
DISPLACEMENT										
LESS THAN 151	5	2.20	0.4	36.35	7.5	389.1	49.3	1.93	0.8	19.6
151 - 250	1	1.94	0.0	36.88	0.0	414.6	0.0	1.74	0.0	18.5
251 - 350	1	4.05	0.0	179.97	0.0	555.2	0.0	1.10	0.0	10.4
MORE THAN 350	1	2.93	0.0	24.40	0.0	656.8	0.0	2.20	0.0	12.6
INERTIA WEIGHT										
1800 - 2799	3	2.39	0.4	37.58	10.2	370.5	59.2	1.95	0.9	20.3
2800 - 3799	5	2.55	0.9	62.05	66.1	492.2	110.1	1.76	0.6	14.8
3800 - 4799	0									
4800 - 5799	0									
ALL VEHICLES	8	2.49	0.7	52.87	51.8	446.5	109.0	1.83	0.7	16.5

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

AIR PUMP / NO CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	2	-0.82	-37.5	-64.4	-146.3	-44.4	-10.1	0.81	36.3	-3.83	-22.3
CHRYSLER	0										
FORD	2	0.69	22.7	38.5	57.4	-54.9	-11.5	0.27	13.4	0.20	1.3
GENERAL MOTORS	0										
IMPORTS	4	-0.05	-2.1	-1.9	-5.3	-7.7	-2.1	-0.27	-14.6	-0.49	-2.4
NO. OF CYL.											
2	0										
4	5	-0.02	-1.1	-1.7	-5.0	-11.1	-2.9	-0.13	-7.1	-0.62	-3.1
6	2	-0.82	-37.5	-64.4	-146.3	-44.4	-10.1	0.81	36.3	-3.83	-22.3
8	1	1.32	31.1	78.3	76.2	-85.5	-15.0	0.11	4.9	0.70	5.9
DISPLACEMENT											
LESS THAN 151	5	-0.02	-1.1	-1.7	-5.0	-11.1	-2.9	-0.13	-7.1	-0.62	-3.1
151 - 250	1	0.24	11.1	4.1	10.0	5.2	1.2	0.13	7.2	0.47	2.6
251 - 350	1	-1.88	-86.3	-132.9	-282.5	-94.0	-20.4	1.49	57.4	-5.94	-36.3
MORE THAN 350	1	1.32	31.1	78.3	76.2	-85.5	-15.0	0.11	4.9	0.70	5.9
INERTIA WEIGHT											
1800 - 2799	3	-0.03	-1.5	-2.1	-5.8	-3.3	-0.9	-0.32	-19.3	-0.31	-1.5
2800 - 3799	5	-0.07	-2.7	-10.6	-20.6	-43.9	-9.8	0.41	18.8	-1.68	-10.2
3800 - 4799	0										
4800 - 5799	0										
ALL VEHICLES	8	-0.05	-2.2	-7.4	-16.3	-28.7	-6.9	0.14	7.0	-1.35	-7.5

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

DENVER

AIR PUMP / CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	0									
FORD	14	3.49	2.6	81.56	76.2	640.6	95.7	1.56	0.7	11.4
GENERAL MOTORS	1	19.06	0.0	42.48	0.0	854.3	0.0	2.75	0.0	9.0
IMPORTS	2	3.51	1.5	62.82	4.6	363.1	127.1	0.86	0.1	18.8
NO. OF CYL.										
2	0									
4	1	4.53	0.0	59.55	0.0	273.2	0.0	0.81	0.0	23.3
6	2	2.56	0.1	42.87	32.8	459.0	8.6	0.73	0.2	16.6
8	14	4.67	4.9	83.19	75.0	668.4	97.3	1.72	0.7	10.9
DISPLACEMENT										
LESS THAN 151	1	4.53	0.0	59.55	0.0	273.2	0.0	0.81	0.0	23.3
151 - 250	2	2.56	0.1	42.87	32.8	459.0	8.6	0.73	0.2	16.6
251 - 350	2	4.33	1.8	87.20	67.8	544.3	70.5	1.26	1.2	12.8
MORE THAN 350	12	4.72	5.3	82.52	78.9	689.1	86.4	1.79	0.7	10.6
INERTIA WEIGHT										
1800 - 2799	2	3.51	1.5	62.82	4.6	363.1	127.1	0.86	0.1	18.8
2800 - 3799	3	3.77	1.6	64.68	61.8	517.9	67.6	1.03	0.9	14.1
3800 - 4799	9	3.57	3.1	86.19	87.5	666.6	77.7	1.82	0.6	10.9
4800 - 5799	3	8.17	9.5	71.52	58.0	756.6	88.1	1.70	0.9	9.9
ALL VEHICLES	17	4.41	4.4	77.05	69.5	620.5	143.2	1.55	0.8	11.7

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

AIR PUMP / CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	0									
FORD	14	1.77	0.9	36.93	26.1	724.9	120.9	1.48	0.6	11.3
GENERAL MOTORS	1	1.38	0.0	20.29	0.0	844.0	0.0	2.03	0.0	10.1
IMPORTS	2	3.18	3.0	43.70	38.5	392.1	196.7	0.79	0.1	18.9
NO. OF CYL.										
2	0									
4	1	5.28	0.0	70.94	0.0	253.0	0.0	0.70	0.0	23.3
6	2	1.89	1.1	18.47	2.9	492.1	55.2	0.72	0.2	16.8
8	14	1.67	0.8	36.92	26.1	752.8	95.8	1.59	0.5	10.9
DISPLACEMENT										
LESS THAN 151	1	5.28	0.0	70.94	0.0	253.0	0.0	0.70	0.0	23.3
151 - 250	2	1.89	1.1	18.47	2.9	492.1	55.2	0.72	0.2	16.8
251 - 350	2	2.50	1.8	55.68	70.4	586.0	24.1	1.05	0.9	13.0
MORE THAN 350	12	1.54	0.6	33.79	16.7	780.6	70.0	1.68	0.4	10.6
INERTIA WEIGHT										
1800 - 2799	2	3.18	3.0	43.70	38.5	392.1	196.7	0.79	0.1	18.9
2800 - 3799	3	2.56	1.3	43.95	53.8	541.7	78.6	0.89	0.7	14.3
3800 - 4799	9	1.68	0.6	37.56	16.1	751.6	52.8	1.67	0.5	10.9
4800 - 5799	3	1.11	0.2	22.48	15.3	867.7	23.8	1.71	0.3	9.8
ALL VEHICLES	17	1.91	1.2	36.75	25.8	692.7	167.1	1.43	0.6	11.7

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

AIR PUMP / CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	0										
CHRYSLER	0										
FORD	14	1.72	49.4	44.63	54.7	-84.3	-13.2	0.08	4.9	-0.12	-1.1
GENERAL MOTORS	1	17.68	92.8	22.19	52.2	10.3	1.2	0.72	26.2	1.04	11.5
IMPORTS	2	0.33	9.3	19.12	30.4	-29.0	-8.0	0.07	8.4	0.08	0.4
NO. OF CYL.											
2	0										
4	1	-0.74	-16.4	-11.39	-19.1	20.2	7.4	0.11	13.6	-0.00	-0.0
6	2	0.67	26.2	24.40	56.9	-33.1	-7.2	0.02	2.2	0.23	1.4
8	14	2.99	64.1	46.27	55.6	-84.4	-12.6	0.13	7.5	-0.03	-0.3
DISPLACEMENT											
LESS THAN 151	1	-0.74	-16.4	-11.39	-19.1	20.2	7.4	0.11	13.6	-0.00	-0.0
151 - 250	2	0.67	26.2	24.40	56.9	-33.1	-7.2	0.02	2.2	0.23	1.4
251 - 350	2	1.83	42.3	31.52	36.1	-41.6	-7.6	0.21	16.4	0.26	2.0
MORE THAN 350	12	3.18	67.4	48.73	59.1	-91.5	-13.3	0.12	6.4	-0.06	-0.6
INERTIA WEIGHT											
1800 - 2799	2	0.33	9.3	19.12	30.4	-29.0	-8.0	0.07	8.4	0.08	0.4
2800 - 3799	3	1.20	31.9	20.73	32.1	-23.7	-4.6	0.14	13.4	0.29	2.0
3800 - 4799	9	1.90	53.0	48.63	56.4	-85.0	-12.7	0.16	8.6	-0.03	-0.3
4800 - 5799	3	7.05	86.4	49.04	68.6	-111.1	-14.7	-0.01	-0.7	-0.13	-1.3
ALL VEHICLES	17	2.50	56.7	40.31	52.3	-72.2	-11.6	0.11	7.4	-0.01	-0.1

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

DENVER

CONVERTER / NO AIR PUMP

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	29	3.78	1.6	86.96	31.2	538.4	86.6	1.58	0.5	12.9
FORD	0									
GENERAL MOTORS	55	3.49	1.4	86.45	33.2	508.1	93.9	1.28	0.4	13.5
IMPORTS	0									
NO. OF CYL.										
2	0									
4	10	2.90	1.3	63.88	20.7	355.1	38.0	1.03	0.3	19.1
6	7	2.91	0.6	65.09	16.5	404.0	14.9	1.65	0.8	17.2
8	67	3.76	1.5	92.27	32.7	554.9	60.5	1.41	0.5	12.5
DISPLACEMENT										
LESS THAN 151	10	2.90	1.3	63.88	20.7	355.1	38.0	1.03	0.3	19.1
151 - 250	7	2.91	0.6	65.09	16.5	404.0	14.9	1.65	0.8	17.2
251 - 350	39	3.36	1.3	84.93	30.7	526.9	48.1	1.34	0.5	13.2
MORE THAN 350	28	4.32	1.7	102.50	33.2	594.0	54.5	1.51	0.3	11.5
INERTIA WEIGHT										
1800 - 2799	8	3.06	1.4	65.58	22.9	347.7	39.1	1.04	0.3	19.3
2800 - 3799	13	2.83	0.7	67.51	17.9	437.5	61.7	1.38	0.6	16.1
3800 - 4799	50	3.75	1.7	90.33	33.6	537.9	50.1	1.41	0.5	12.8
4800 - 5799	13	4.04	1.1	104.46	29.8	630.5	44.3	1.49	0.3	11.0
ALL VEHICLES	84	3.59	1.5	86.63	32.3	518.6	92.1	1.39	0.5	13.3

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

CONVERTER / NO AIR PUMP

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	29	1.96	1.0	48.30	21.4	609.5	112.1	1.24	0.5	12.8
FORD	0									
GENERAL MOTORS	55	2.03	1.2	50.16	28.1	560.9	103.0	1.12	0.4	13.7
IMPORTS	0									
NO. OF CYL.										
2	0									
4	10	1.95	1.4	38.62	15.3	381.6	40.8	0.91	0.2	19.8
6	7	1.84	0.9	42.00	25.4	445.0	10.2	1.33	0.5	17.2
8	67	2.03	1.1	51.93	26.9	620.8	69.7	1.18	0.5	12.5
DISPLACEMENT										
LESS THAN 151	10	1.95	1.4	38.62	15.3	381.6	40.8	0.91	0.2	19.8
151 - 250	7	1.84	0.9	42.00	25.4	445.0	10.2	1.33	0.5	17.2
251 - 350	39	1.72	0.9	45.06	23.7	584.4	43.1	1.15	0.5	13.4
MORE THAN 350	28	2.46	1.2	61.50	28.4	671.5	68.5	1.22	0.4	11.4
INERTIA WEIGHT										
1800 - 2799	8	2.12	1.5	39.96	16.9	376.8	42.7	0.91	0.3	19.9
2800 - 3799	13	1.58	0.8	36.24	20.2	478.9	72.1	1.14	0.4	16.4
3800 - 4799	50	2.02	1.1	51.74	25.1	602.1	51.7	1.17	0.5	12.9
4800 - 5799	13	2.28	1.2	60.13	33.1	705.9	76.4	1.30	0.3	11.0
ALL VEHICLES	84	2.00	1.1	49.52	25.9	577.7	108.0	1.16	0.5	13.4

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

CONVERTER / NO AIR PUMP

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	0										
CHRYSLER	29	1.81	48.0	38.66	44.5	-71.1	-13.2	0.33	21.1	-0.09	-0.7
FORD	0										
GENERAL MOTORS	55	1.46	41.9	36.29	42.0	-52.8	-10.4	0.17	13.2	0.19	1.4
IMPORTS	0										
NO. OF CYL.											
2	0										
4	10	0.94	32.5	25.26	39.5	-26.5	-7.5	0.12	11.8	0.69	3.6
6	7	1.07	36.7	23.09	35.5	-40.9	-10.1	0.32	19.6	-0.04	-0.2
8	67	1.73	46.1	40.34	43.7	-65.9	-11.9	0.23	16.4	0.05	0.4
DISPLACEMENT											
LESS THAN 151	10	0.94	32.5	25.26	39.5	-26.5	-7.5	0.12	11.8	0.69	3.6
151 - 250	7	1.07	36.7	23.09	35.5	-40.9	-10.1	0.32	19.6	-0.04	-0.2
251 - 350	39	1.64	48.8	39.87	46.9	-57.5	-10.9	0.19	13.9	0.21	1.6
MORE THAN 350	28	1.86	43.1	41.01	40.0	-77.5	-13.0	0.29	19.5	-0.11	-0.9
INERTIA WEIGHT											
1800 - 2799	8	0.94	30.7	25.62	39.1	-29.1	-8.4	0.13	12.1	0.61	3.2
2800 - 3799	13	1.25	44.1	31.27	46.3	-41.4	-9.5	0.24	17.3	0.35	2.2
3800 - 4799	50	1.73	46.0	38.59	42.7	-64.3	-11.9	0.25	17.4	0.03	0.3
4800 - 5799	13	1.77	43.7	44.33	42.4	-75.3	-11.9	0.20	13.2	-0.00	-0.0
ALL VEHICLES	84	1.58	44.1	37.11	42.8	-59.1	-11.4	0.23	16.3	0.09	0.6

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

DENVER

NO AIR PUMP / NO CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	7	2.63	0.6	50.16	18.7	414.9	58.4	2.51	0.7	17.7
CHRYSLER	0									
FORD	0									
GENERAL MOTORS	0									
IMPORTS	8	3.12	0.6	51.69	20.7	312.8	50.4	1.51	0.7	22.0
NO. OF CYL.										
2	0									
4	8	3.12	0.6	51.69	20.7	312.8	50.4	1.51	0.7	22.0
6	7	2.63	0.6	50.16	18.7	414.9	58.4	2.51	0.7	17.7
8	0									
DISPLACEMENT										
LESS THAN 151	8	3.12	0.6	51.69	20.7	312.8	50.4	1.51	0.7	22.0
151 - 250	4	2.62	0.8	43.00	13.0	378.4	45.0	2.56	0.7	19.5
251 - 350	3	2.65	0.4	59.71	23.5	463.7	30.9	2.45	0.9	15.7
MORE THAN 350	0									
INERTIA WEIGHT										
1800 - 2799	7	2.91	0.3	49.01	20.8	306.2	50.6	1.58	0.8	22.6
2800 - 3799	7	2.86	0.9	50.11	18.6	395.0	48.1	2.38	0.9	18.4
3800 - 4799	1	2.95	0.0	70.88	0.0	498.3	0.0	1.98	0.0	14.3
4800 - 5799	0									
ALL VEHICLES	15	2.89	0.6	50.98	19.1	360.4	74.3	1.98	0.9	19.7

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

NO AIR PUMP / NO CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	7	2.52	0.6	48.21	18.3	438.6	52.3	1.95	0.5	17.0
CHRYSLER	0									
FORD	0									
GENERAL MOTORS	0									
IMPORTS	8	2.44	0.4	36.02	14.8	358.2	58.3	1.57	0.6	21.0
NO. OF CYL.										
2	0									
4	8	2.44	0.4	36.02	14.8	358.2	58.3	1.57	0.6	21.0
6	7	2.52	0.6	48.21	18.3	438.6	52.3	1.95	0.5	17.0
8	0									
DISPLACEMENT										
LESS THAN 151	8	2.44	0.4	36.02	14.8	358.2	58.3	1.57	0.6	21.0
151 - 250	4	2.58	0.7	42.28	3.2	407.5	49.6	1.86	0.5	18.4
251 - 350	3	2.44	0.7	56.12	28.8	480.0	4.4	2.06	0.5	15.4
MORE THAN 350	0									
INERTIA WEIGHT										
1800 - 2799	7	2.39	0.4	34.12	14.9	343.7	44.7	1.51	0.6	21.9
2800 - 3799	7	2.47	0.6	42.97	8.1	435.1	49.5	1.99	0.5	17.4
3800 - 4799	1	3.19	0.0	86.04	0.0	484.3	0.0	1.65	0.0	14.1
4800 - 5799	0									
ALL VEHICLES	15	2.48	0.5	41.71	17.1	395.7	67.8	1.74	0.6	18.9

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 17 CONT'D

SUMMARY OF 1975 FEDERAL TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

NO AIR PUMP / NO CONVERTER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	7	0.11	4.1	1.95	3.9	-23.7	-5.7	0.57	22.5	-0.69	-3.9
CHRYSLER	0										
FORD	0										
GENERAL MOTORS	0										
IMPORTS	8	0.68	21.7	15.67	30.3	-45.4	-14.5	-0.05	-3.4	-0.97	-4.4
NO. OF CYL.											
2	0										
4	8	0.68	21.7	15.67	30.3	-45.4	-14.5	-0.05	-3.4	-0.97	-4.4
6	7	0.11	4.1	1.95	3.9	-23.7	-5.7	0.57	22.5	-0.69	-3.9
8	0										
DISPLACEMENT											
LESS THAN 151	8	0.68	21.7	15.67	30.3	-45.4	-14.5	-0.05	-3.4	-0.97	-4.4
151 - 250	4	0.03	1.3	0.72	1.7	-29.1	-7.7	0.70	27.3	-1.13	-5.8
251 - 350	3	0.21	7.9	3.59	6.0	-16.4	-3.5	0.39	15.9	-0.27	-1.8
MORE THAN 350	0										
INERTIA WEIGHT											
1800 - 2799	7	0.52	17.9	14.89	30.4	-37.5	-12.2	0.07	4.3	-0.70	-3.1
2800 - 3799	7	0.40	13.8	7.14	14.2	-40.1	-10.1	0.39	16.5	-0.99	-5.4
3800 - 4799	1	-0.25	-8.3	-15.16	-21.4	14.0	2.8	0.32	16.3	-0.24	-1.7
4800 - 5799	0										
ALL VEHICLES	15	0.41	14.2	9.27	18.2	-35.3	-9.8	0.24	12.0	-0.82	-4.1

EMISSION RESULTS IN GRAMS PER MILE
FUEL ECONOMY IN MILES PER GALLON
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

3.7.2 Hot Start Federal Test Procedure Results

Hot Start FTP emission and fuel economy results for the Denver Inspection/Maintenance Evaluation Task vehicles are summarized on the thirty-six pages comprising Table 18 which follows.

These data are further summarized below where HC, CO, CO_2 and NO_x emissions are presented in grams per mile. Any discrepancies which may appear in these summarized data are due to mathematical rounding of certain of the data.

Summary of Hot Start FTP Results
73 Passed 1975/1976 Model Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	1.46	32.59	528.2	1.67	15.2
After Mtce.	1.25	26.40	542.2	1.59	15.1
Improvement	0.20	6.18	-14.0	0.09	-0.10
Improvement (%)	14.0	19.0	- 2.7	5.1	-0.6

Summary of Hot Start FTP Results
22 Passed 1974 Model Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	4.77	72.17	501.7	1.86	14.1
After Mtce.	4.34	57.00	527.0	1.93	14.1
Improvement	0.43	15.17	-25.3	-0.06	0.00
Improvement (%)	9.0	21.0	- 5.1	-3.5	0.0

Summary of Hot Start FTP Results
16 Passed 1973 Model Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-rec'd	3.65	62.55	554.8	2.06	13.4
After Mtce.	3.48	46.08	573.4	2.15	13.5
Improvement	0.17	16.48	-18.6	-0.09	0.16
Improvement (%)	4.7	26.3	- 3.4	-4.4	1.2

Summary of Hot Start FTP Results
14 Passed 1972 Model Phase I Vehicles

Condition	HC	CO	CO_2	NOx	mpg
As-rec'd	4.11	62.03	493.2	3.01	14.7
After Mtce.	3.78	58.16	521.3	2.84	14.2
Improvement	0.34	3.87	-28.1	0.17	-0.49
Improvement (%)	8.2	6.2	- 5.7	5.7	-3.4

Summary of Hot Start FTP Results
112 (All) 1975/1976 Model Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	2.02	45.72	509.4	1.65	15.1
After Mtce.	1.43	31.26	533.9	1.55	15.1
Improvement	0.58	14.46	-24.5	0.10	0.00
Improvement (%)	28	31.6	- 4.8	6.2	0.0

Summary of Hot Start FTP Results
30 (All) 1974 Model Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	4.60	75.27	479.6	1.80	14.5
After Mtce.	4.18	58.28	505.9	1.82	14.5
Improvement	0.42	17.00	-26.3	-0.02	0.04
Improvement (%)	9.2	22.6	- 5.5	-0.9	0.3

Summary of Hot Start FTP Results
27 (All) 1973 Model Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	4.14	72.27	479.7	2.05	14.6
After Mtce.	3.71	48.86	504.6	2.10	15.0
Improvement	0.43	23.40	-24.9	-0.05	0.33
Improvement (%)	10.5	32.4	- 5.2	-2.4	2.2

Summary of Hot Start FTP Results
25 (All) 1972 Model Phase I Vehicles

Condition	HC	CO	CO_2	NO_x	mpg
As-Rec'd	5.96	75.89	450.7	2.75	15.1
After Mtce.	3.72	51.83	493.7	2.67	15.1
Improvement	2.24	24.06	-42.9	0.08	0.05
Improvement (%)	37.6	31.7	- 9.5	3.0	0.3

Summary of Hot Start FTP Results
124 Failed 1975/1976 Model Phase I and II Vehicles

Condition	HC	CO	CO2	NO_x	mpg
As-Rec'd	3.15	72.85	483.0	1.45	14.6
After Mtce.	1.73	42.43	536.4	1.23	14.6
Improvement	1.43	30.42	-53.4	0.22	-0.03
Improvement (%)	45.1	41.8	-11.1	15.0	-0.2

Summary of Hot Start FTP Results
31 Failed 1974 Model Phase I and II Vehicles

Condition	HC	CO	CO2	NO_x	mpg
As-Rec'd	5.18	82.64	421.5	1.77	15.6
After Mtce.	4.45	59.48	462.9	1.61	15.6
Improvement	0.73	23.16	-41.5	0.17	-0.08
Improvement (%)	14.1	28.0	- 9.8	9.5	-0.5

Summary of Hot Start FTP Results
53 Failed 1973 Model Phase I and II Vehicles

Condition	HC	CO	CO2	NO_x	mpg
As-Rec'd	5.73	88.47	425.2	1.71	15.2
After Mtce.	4.66	58.62	462.3	1.71	15.6
Improvement	1.07	29.84	-37.1	-0.01	0.35
Improvement (%)	18.7	33.7	- 8.7	-0.5	2.3

Summary of Hot Start FTP Results
50 Failed 1972 Model Phase I and II Vehicles

Condition	HC	CO	CO2	NO_x	mpg
As-Rec'd	6.36	83.64	401.3	2.39	16.1
After Mtce.	4.40	51.79	445.7	2.33	16.4
Improvement	1.97	31.84	-44.5	0.06	0.35
Improvement (%)	30.9	38.1	-11.1	2.4	2.2

TABLE 18

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	0.58	0.1	3.55	0.6	567.6	19.8	4.38	2.9	15.4
CHRYSLER	5	2.04	1.1	40.02	17.9	529.8	104.8	1.51	0.5	14.8
FORD	20	1.52	0.7	39.55	20.9	602.9	108.1	1.46	0.5	13.2
GENERAL MOTORS	27	1.26	0.7	31.96	24.2	553.1	90.1	1.71	1.0	14.6
IMPORTS	19	1.62	0.6	27.26	15.3	409.6	193.8	1.62	0.9	19.4
NO. OF CYL.										
2	2	1.28	0.3	8.92	0.7	855.2	311.6	0.63	0.0	10.2
4	17	1.61	0.6	29.50	14.4	341.3	54.4	1.74	0.9	22.6
6	11	1.12	0.6	20.18	10.7	471.7	58.3	1.73	0.6	17.5
8	43	1.49	0.8	38.08	23.8	601.3	84.7	1.68	1.1	13.3
DISPLACEMENT										
LESS THAN 151	19	1.57	0.6	27.33	15.0	395.4	185.2	1.62	1.0	20.0
151 - 250	11	1.12	0.6	20.18	10.7	471.7	58.3	1.73	0.6	17.5
251 - 350	19	1.60	0.8	37.72	24.7	531.9	42.6	1.52	1.1	14.9
MORE THAN 350	24	1.41	0.8	38.37	23.6	656.3	67.4	1.81	1.1	12.3
INERTIA WEIGHT										
1800 - 2799	17	1.64	0.6	26.07	12.6	396.7	196.1	1.65	1.0	20.0
2800 - 3799	19	1.15	0.7	21.62	16.8	482.3	66.2	1.66	0.7	17.1
3800 - 4799	27	1.57	0.8	40.87	23.9	579.1	69.7	1.74	1.3	13.7
4800 - 5799	10	1.43	0.7	42.13	21.9	701.7	55.3	1.54	0.4	11.5
ALL VEHICLES	73	1.46	0.7	32.59	21.2	528.2	146.8	1.67	1.0	15.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	0.62	0.2	4.88	0.8	546.0	5.3	4.10	3.3	16.0
CHRYSLER	5	1.40	0.7	30.54	21.5	560.2	130.5	1.46	0.5	14.5
FORD	20	1.15	0.3	27.25	11.3	645.8	131.5	1.56	0.6	12.8
GENERAL MOTORS	27	0.93	0.5	25.50	17.2	568.2	94.1	1.60	1.0	14.5
IMPORTS	19	1.84	1.4	27.97	16.8	391.3	112.1	1.38	0.6	20.1
NO. OF CYL.										
2	2	3.76	3.4	24.31	17.5	567.4	76.4	0.71	0.1	14.4
4	17	1.61	0.9	28.03	17.2	353.0	59.9	1.44	0.6	22.1
6	11	0.92	0.6	19.52	15.0	480.8	65.1	1.55	0.6	17.3
8	43	1.08	0.4	27.62	15.6	631.6	99.9	1.70	1.1	13.1
DISPLACEMENT										
LESS THAN 151	19	1.84	1.4	27.64	16.8	375.5	89.9	1.36	0.6	20.9
151 - 250	11	0.92	0.6	19.52	15.0	480.8	65.1	1.55	0.6	17.3
251 - 350	19	1.07	0.4	26.29	17.3	547.2	39.8	1.43	1.1	15.0
MORE THAN 350	24	1.09	0.4	28.67	14.4	698.5	80.2	1.91	1.1	11.9
INERTIA WEIGHT										
1800 - 2799	17	1.94	1.4	27.41	15.6	370.4	93.3	1.39	0.6	21.2
2800 - 3799	19	0.93	0.6	18.76	16.0	493.0	64.3	1.48	0.7	16.9
3800 - 4799	27	1.05	0.4	28.29	15.4	617.3	98.3	1.81	1.3	13.3
4800 - 5799	10	1.23	0.3	34.14	13.4	725.4	47.2	1.53	0.5	11.3
ALL VEHICLES	73	1.25	0.9	26.40	15.9	542.2	145.3	1.59	0.9	15.1

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	2	-0.04	-6.7	-1.34	-37.7	21.6	3.8	0.28	6.5	0.54	3.5
CHRYSLER	5	0.64	31.3	9.47	23.7	-30.4	-5.7	0.05	3.5	-0.33	-2.2
FORD	20	0.37	24.2	12.30	31.1	-42.8	-7.1	-0.10	-7.1	-0.43	-3.2
GENERAL MOTORS	27	0.32	25.8	6.46	20.2	-15.1	-2.7	0.11	6.4	-0.09	-0.6
IMPORTS	19	-0.23	-14.0	-0.71	-2.6	18.3	4.5	0.24	14.8	0.72	3.7
NO. OF CYL.											
2	2	-2.49	-195	-15.39	-172.4	287.9	33.7	-0.07	-11.4	4.21	41.4
4	17	-0.00	-0.1	1.46	5.0	-11.7	-3.4	0.30	17.4	-0.53	-2.3
6	11	0.20	18.0	0.66	3.3	-9.1	-1.9	0.18	10.3	-0.25	-1.4
8	43	0.41	27.6	10.46	27.5	-30.3	-5.0	-0.02	-0.9	-0.25	-1.8
DISPLACEMENT											
LESS THAN 151	19	-0.26	-16.8	-0.31	-1.1	19.8	5.0	0.26	16.2	0.87	4.4
151 - 250	11	0.20	18.0	0.66	3.3	-9.1	-1.9	0.18	10.3	-0.25	-1.4
251 - 350	19	0.53	33.3	11.43	30.3	-15.2	-2.9	0.09	6.2	0.11	0.7
MORE THAN 350	24	0.32	22.5	9.70	25.3	-42.2	-6.4	-0.10	-5.6	-0.43	-3.5
INERTIA WEIGHT											
1800 - 2799	17	-0.30	-18.3	-1.34	-5.1	26.4	6.6	0.26	15.6	1.11	5.6
2800 - 3799	19	0.22	18.9	2.86	13.2	-10.8	-2.2	0.18	11.0	-0.18	-1.1
3800 - 4799	27	0.51	32.8	12.59	30.8	-38.2	-6.6	-0.06	-3.6	-0.35	-2.5
4800 - 5799	10	0.20	13.8	7.99	19.0	-23.7	-3.4	0.01	0.8	-0.16	-1.3
ALL VEHICLES	73	0.20	14.0	6.18	19.0	-14.0	-2.7	0.09	5.1	-0.10	-0.6

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	4.91	0.0	57.61	0.0	457.7	0.0	2.80	0.0	15.7
CHRYSLER	2	7.48	3.1	97.75	82.8	454.1	73.0	1.62	1.4	14.1
FORD	5	4.36	0.7	70.32	29.4	487.3	123.1	1.94	0.7	14.5
GENERAL MOTORS	11	4.14	0.9	70.66	23.5	574.9	71.1	1.99	1.1	12.7
IMPORTS	3	5.88	2.4	68.57	11.9	303.8	114.8	1.11	0.5	20.6
NO. OF CYL.										
2	1	8.50	0.0	81.80	0.0	436.4	0.0	0.57	0.0	15.0
4	3	4.30	0.8	57.52	8.4	257.1	34.1	1.55	0.3	24.6
6	1	2.83	0.0	50.18	0.0	438.7	0.0	1.58	0.0	16.9
8	17	4.74	1.5	75.48	31.8	552.4	76.3	2.01	1.0	12.9
DISPLACEMENT										
LESS THAN 151	4	5.35	2.2	63.59	13.9	302.0	93.8	1.31	0.6	21.2
151 - 250	1	2.83	0.0	50.18	0.0	438.7	0.0	1.58	0.0	16.9
251 - 350	12	5.01	1.7	85.68	30.8	522.9	58.3	1.69	0.8	13.2
MORE THAN 350	5	4.10	0.5	50.99	19.2	623.2	71.3	2.77	1.0	12.4
INERTIA WEIGHT										
1800 - 2799	4	5.35	2.2	63.59	13.9	302.0	93.8	1.31	0.6	21.2
2800 - 3799	3	4.14	1.1	75.07	36.9	452.7	12.3	1.77	1.0	15.2
3800 - 4799	12	4.85	1.7	77.42	30.1	541.4	58.0	1.76	0.8	13.1
4800 - 5799	3	4.27	0.6	59.68	40.6	658.2	45.0	3.07	1.2	11.6
ALL VEHICLES	22	4.77	1.6	72.17	29.0	501.7	124.8	1.86	0.9	14.1

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	4.71	0.0	49.78	0.0	507.5	0.0	3.21	0.0	14.8
CHRYSLER	2	4.17	0.3	54.19	22.1	520.8	38.2	1.81	0.6	14.3
FORD	5	4.02	0.8	60.75	21.7	498.9	139.6	1.85	0.7	14.6
GENERAL MOTORS	11	4.22	1.3	57.91	31.3	598.5	73.0	2.04	1.2	12.6
IMPORTS	3	5.30	2.1	51.67	16.9	322.7	125.9	1.29	0.7	21.1
NO. OF CYL.										
2	1	7.76	0.0	69.35	0.0	468.1	0.0	0.52	0.0	14.8
4	3	3.90	0.3	42.70	7.1	260.2	17.8	1.77	0.2	26.1
6	1	2.64	0.0	40.42	0.0	421.0	0.0	1.52	0.0	18.0
8	17	4.31	1.0	59.77	27.0	583.8	64.4	2.06	1.0	12.8
DISPLACEMENT										
LESS THAN 151	4	4.87	1.9	49.36	14.5	312.2	104.9	1.46	0.6	21.9
151 - 250	1	2.64	0.0	40.42	0.0	421.0	0.0	1.52	0.0	18.0
251 - 350	12	4.48	1.1	65.86	26.2	559.8	58.0	1.83	0.9	13.1
MORE THAN 350	5	3.91	0.8	45.16	25.8	641.5	38.4	2.61	1.2	12.2
INERTIA WEIGHT										
1800 - 2799	4	4.87	1.9	49.36	14.5	312.2	104.9	1.46	0.6	21.9
2800 - 3799	3	3.93	1.1	55.60	18.8	460.6	43.7	2.07	1.0	15.8
3800 - 4799	12	4.30	1.1	62.52	30.4	582.7	48.0	1.65	0.8	12.8
4800 - 5799	3	4.21	0.9	46.49	16.5	657.4	31.5	3.50	0.5	11.9
ALL VEHICLES	22	4.34	1.2	57.00	24.9	527.0	129.1	1.93	1.0	14.1

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	CO2 IMPR	CO2 %IMPR	NOXC IMPR	NOXC %IMPR	FUEL ECONOMY IMPR	FUEL ECONOMY %IMPR
VEHICLE MFG.											
AMER. MOTORS	1	0.20	4.0	7.83	13.6	-49.7	-10.9	-0.41	-14.5	-0.96	-6.1
CHRYSLER	2	3.31	44.3	43.56	44.6	-66.7	-14.7	-0.19	-11.4	0.28	2.0
FORD	5	0.34	7.7	9.57	13.6	-11.6	-2.4	0.09	4.5	0.11	0.7
GENERAL MOTORS	11	-0.07	-1.8	12.75	18.0	-23.6	-4.1	-0.05	-2.5	-0.07	-0.5
IMPORTS	3	0.58	9.9	16.89	24.6	-18.9	-6.2	-0.18	-15.9	0.46	2.2
NO. OF CYL.											
2	1	0.73	8.6	12.45	15.2	-31.7	-7.3	0.05	8.1	-0.24	-1.6
4	3	0.40	9.4	14.82	25.8	-3.1	-1.2	-0.22	-14.0	1.56	6.3
6	1	0.19	6.6	9.76	19.5	17.7	4.0	0.05	3.3	1.15	6.8
8	17	0.43	9.1	15.71	20.8	-31.4	-5.7	-0.05	-2.6	-0.10	-0.8
DISPLACEMENT											
LESS THAN 151	4	0.49	9.1	14.23	22.4	-10.2	-3.4	-0.15	-11.6	0.72	3.4
151 - 250	1	0.19	6.6	9.76	19.5	17.7	4.0	0.05	3.3	1.15	6.8
251 - 350	12	0.53	10.5	19.83	23.1	-36.9	-7.1	-0.14	-8.2	-0.08	-0.6
MORE THAN 350	5	0.20	4.8	5.83	11.4	-18.2	-2.9	0.16	5.7	-0.14	-1.2
INERTIA WEIGHT											
1800 - 2799	4	0.49	9.1	14.23	22.4	-10.2	-3.4	-0.15	-11.6	0.72	3.4
2800 - 3799	3	0.21	5.1	19.47	25.9	-7.8	-1.7	-0.31	-17.3	0.64	4.2
3800 - 4799	12	0.56	11.5	14.91	19.3	-41.3	-7.6	0.11	6.5	-0.30	-2.3
4800 - 5799	3	0.05	1.3	13.19	22.1	0.8	0.1	-0.43	-13.9	0.34	2.9
ALL VEHICLES	22	0.43	9.0	15.17	21.0	-25.3	-5.1	-0.06	-3.5	-0.00	-0.0

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	1	2.76	0.0	34.68	0.0	372.7	0.0	4.47	0.0	20.4
FORD	2	4.82	0.5	84.56	16.8	557.5	15.8	1.55	0.9	12.6
GENERAL MOTORS	11	3.67	0.8	62.93	17.1	609.0	90.0	1.98	1.1	12.3
IMPORTS	2	2.87	1.2	52.42	11.7	345.1	114.4	1.84	0.3	20.3
NO. OF CYL.										
2	0									
4	2	2.87	1.2	52.42	11.7	345.1	114.4	1.84	0.3	20.3
6	1	2.76	0.0	34.68	0.0	372.7	0.0	4.47	0.0	20.4
8	13	3.84	0.9	66.26	18.3	601.1	84.5	1.91	1.1	12.4
DISPLACEMENT										
LESS THAN 151	2	2.87	1.2	52.42	11.7	345.1	114.4	1.84	0.3	20.3
151 - 250	1	2.76	0.0	34.68	0.0	372.7	0.0	4.47	0.0	20.4
251 - 350	6	3.81	0.7	64.05	12.5	546.0	54.0	1.75	0.9	13.5
MORE THAN 350	7	3.87	1.0	68.15	23.0	648.3	78.9	2.05	1.3	11.6
INERTIA WEIGHT										
1800 - 2799	1	3.71	0.0	60.68	0.0	264.1	0.0	1.66	0.0	23.9
2800 - 3799	3	2.72	0.7	52.81	23.7	429.4	58.4	2.49	1.8	17.0
3800 - 4799	10	3.90	1.0	61.49	17.8	592.5	75.3	2.10	1.2	12.7
4800 - 5799	2	3.79	0.2	83.42	12.9	699.8	45.1	1.42	0.0	10.5
ALL VEHICLES	16	3.65	0.9	62.55	18.8	554.8	128.5	2.06	1.2	13.4

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT´D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	1	2.53	0.0	34.15	0.0	396.2	0.0	3.22	0.0	19.4
FORD	2	3.99	0.2	57.89	6.7	628.2	70.3	2.25	0.9	12.1
GENERAL MOTORS	11	3.59	1.0	46.07	14.4	623.0	66.6	2.12	1.1	12.6
IMPORTS	2	2.87	1.4	40.23	15.6	334.5	113.5	1.73	0.0	21.8
NO. OF CYL.										
2	0									
4	2	2.87	1.4	40.23	15.6	334.5	113.5	1.73	0.0	21.8
6	1	2.53	0.0	34.15	0.0	396.2	0.0	3.22	0.0	19.4
8	13	3.65	1.0	47.89	14.0	623.8	64.1	2.14	1.1	12.5
DISPLACEMENT										
LESS THAN 151	2	2.87	1.4	40.23	15.6	334.5	113.5	1.73	0.0	21.8
151 - 250	1	2.53	0.0	34.15	0.0	396.2	0.0	3.22	0.0	19.4
251 - 350	6	3.38	0.7	45.56	13.6	572.9	27.4	1.85	0.7	13.5
MORE THAN 350	7	3.89	1.2	49.89	15.1	667.4	52.9	2.38	1.3	11.7
INERTIA WEIGHT										
1800 - 2799	1	3.89	0.0	51.24	0.0	254.2	0.0	1.73	0.0	25.6
2800 - 3799	3	2.28	0.4	42.22	18.4	455.9	87.8	2.02	1.1	16.8
3800 - 4799	10	3.64	0.8	43.93	13.6	613.1	53.8	2.30	1.2	12.8
4800 - 5799	2	4.28	1.9	60.01	1.5	711.0	49.6	1.85	0.2	10.8
ALL VEHICLES	16	3.48	1.0	46.08	13.8	573.4	126.7	2.15	1.0	13.5

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	CO2 IMPR	CO2 %IMPR	NOXC IMPR	NOXC %IMPR	FUEL ECONOMY IMPR	FUEL ECONOMY %IMPR
VEHICLE MFG.											
AMER. MOTORS	0										
CHRYSLER	1	0.23	8.4	0.52	1.5	-23.6	-6.3	1.26	28.1	-0.98	-4.8
FORD	2	0.83	17.3	26.67	31.5	-70.7	-12.7	-0.70	-45.0	-0.45	-3.6
GENERAL MOTORS	11	0.08	2.1	16.85	26.8	-14.0	-2.3	-0.14	-7.2	0.22	1.8
IMPORTS	2	0.00	0.1	12.19	23.3	10.6	3.1	0.11	6.1	1.49	7.3
NO. OF CYL.											
2	0										
4	2	0.00	0.1	12.19	23.3	10.6	3.1	0.11	6.1	1.49	7.3
6	1	0.23	8.4	0.52	1.5	-23.6	-6.3	1.26	28.1	-0.98	-4.8
8	13	0.19	5.0	18.36	27.7	-22.7	-3.8	-0.23	-11.9	0.12	1.0
DISPLACEMENT											
LESS THAN 151	2	0.00	0.1	12.19	23.3	10.6	3.1	0.11	6.1	1.49	7.3
151 - 250	1	0.23	8.4	0.52	1.5	-23.6	-6.3	1.26	28.1	-0.98	-4.8
251 - 350	6	0.44	11.5	18.49	28.9	-26.9	-4.9	-0.11	-6.1	0.07	0.5
MORE THAN 350	7	-0.02	-0.5	18.25	26.8	-19.1	-2.9	-0.33	-16.1	0.15	1.3
INERTIA WEIGHT											
1800 - 2799	1	-0.18	-4.8	9.44	15.6	9.9	3.8	-0.08	-4.6	1.67	7.0
2800 - 3799	3	0.44	16.1	10.58	20.0	-26.6	-6.2	0.47	19.0	-0.28	-1.6
3800 - 4799	10	0.26	6.6	17.56	28.6	-20.5	-3.5	-0.20	-9.3	0.14	1.1
4800 - 5799	2	-0.50	-13.2	23.41	28.1	-11.2	-1.6	-0.43	-30.3	0.31	2.9
ALL VEHICLES	16	0.17	4.7	16.48	26.3	-18.6	-3.4	-0.09	-4.4	0.16	1.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	1	3.88	0.0	45.21	0.0	475.9	0.0	3.52	0.0	15.9
FORD	5	4.13	0.8	51.37	16.5	536.8	111.7	3.94	0.6	14.1
GENERAL MOTORS	6	4.33	1.2	80.46	28.0	531.3	102.0	2.43	1.8	13.2
IMPORTS	2	3.54	0.3	41.83	3.9	278.3	23.7	2.15	1.0	25.0
NO. OF CYL.										
2	0									
4	3	3.49	0.2	45.44	6.8	310.8	58.7	1.92	0.8	22.6
6	1	3.44	0.0	47.13	0.0	345.5	0.0	3.53	0.0	20.6
8	10	4.37	1.0	68.50	28.2	562.7	63.7	3.28	1.5	13.0
DISPLACEMENT										
LESS THAN 151	3	3.49	0.2	45.44	6.8	310.8	58.7	1.92	0.8	22.6
151 - 250	1	3.44	0.0	47.13	0.0	345.5	0.0	3.53	0.0	20.6
251 - 350	4	4.53	1.4	70.45	28.4	503.2	30.6	2.30	0.8	14.1
MORE THAN 350	6	4.26	0.7	67.20	30.7	602.3	45.0	3.94	1.6	12.3
INERTIA WEIGHT										
1800 - 2799	4	3.48	0.2	45.86	5.6	319.4	50.9	2.32	1.1	22.0
2800 - 3799	4	3.93	0.5	57.77	16.2	507.6	38.2	2.78	1.1	14.5
3800 - 4799	5	4.87	1.1	66.89	28.8	585.0	37.7	4.06	1.5	12.6
4800 - 5799	1	3.58	0.0	119.44	0.0	671.5	0.0	1.43	0.0	10.2
ALL VEHICLES	14	4.11	0.9	62.03	25.9	493.2	128.1	3.01	1.4	14.7

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	1	4.13	0.0	69.57	0.0	466.9	0.0	2.91	0.0	15.1
FORD	5	3.29	0.6	42.31	17.1	580.6	136.3	3.59	1.1	13.5
GENERAL MOTORS	6	4.08	0.8	74.07	61.6	566.0	116.1	2.44	1.9	12.8
IMPORTS	2	3.89	0.1	44.35	14.4	266.4	13.0	2.11	1.4	25.5
NO. OF CYL.										
2	0									
4	3	3.69	0.3	46.31	10.7	301.9	62.2	1.78	1.2	23.0
6	1	3.08	0.0	37.30	0.0	359.5	0.0	4.80	0.0	20.7
8	10	3.87	0.8	63.80	49.7	603.3	80.8	2.96	1.5	12.4
DISPLACEMENT										
LESS THAN 151	3	3.69	0.3	46.31	10.7	301.9	62.2	1.78	1.2	23.0
151 - 250	1	3.08	0.0	37.30	0.0	359.5	0.0	4.80	0.0	20.7
251 - 350	4	4.15	0.9	56.84	16.3	533.9	52.6	2.29	0.5	13.9
MORE THAN 350	6	3.69	0.8	68.45	65.0	649.6	60.6	3.40	1.8	11.5
INERTIA WEIGHT										
1800 - 2799	4	3.54	0.4	44.06	9.9	316.3	58.4	2.54	1.8	22.4
2800 - 3799	4	3.74	0.4	46.50	17.7	526.0	43.5	2.40	0.6	14.5
3800 - 4799	5	3.80	1.1	50.92	18.8	642.9	47.3	3.78	1.6	12.1
4800 - 5799	1	4.75	0.0	197.44	0.0	714.6	0.0	1.04	0.0	8.5
ALL VEHICLES	14	3.78	0.7	58.16	42.6	521.3	153.0	2.84	1.5	14.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE EXHAUST EMISSION REDUCTIONS
ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	0										
CHRYSLER	1	-0.25	-6.5	-24.36	-53.9	9.0	1.9	0.61	17.4	-0.81	-5.1
FORD	5	0.83	20.2	9.06	17.6	-43.8	-8.2	0.35	8.8	-0.58	-4.1
GENERAL MOTORS	6	0.25	5.7	6.38	7.9	-34.6	-6.5	-0.00	-0.0	-0.45	-3.4
IMPORTS	2	-0.34	-9.7	-2.53	-6.0	12.0	4.3	0.04	1.7	0.49	2.0
NO. OF CYL.											
2	0										
4	3	-0.20	-5.8	-0.87	-1.9	8.9	2.9	0.13	6.9	0.40	1.8
6	1	0.36	10.6	9.83	20.9	-14.1	-4.1	-1.26	-35.8	0.12	0.6
8	10	0.50	11.4	4.69	6.9	-40.6	-7.2	0.33	10.0	-0.57	-4.4
DISPLACEMENT											
LESS THAN 151	3	-0.20	-5.8	-0.87	-1.9	8.9	2.9	0.13	6.9	0.40	1.8
151 - 250	1	0.36	10.6	9.83	20.9	-14.1	-4.1	-1.26	-35.8	0.12	0.6
251 - 350	4	0.38	8.5	13.61	19.3	-30.7	-6.1	0.02	0.7	-0.18	-1.3
MORE THAN 350	6	0.57	13.4	-1.25	-1.9	-47.3	-7.8	0.54	13.6	-0.76	-6.2
INERTIA WEIGHT											
1800 - 2799	4	-0.06	-1.8	1.81	3.9	3.1	1.0	-0.22	-9.3	0.32	1.5
2800 - 3799	4	0.19	4.8	11.27	19.5	-18.4	-3.6	0.37	13.4	-0.00	-0.0
3800 - 4799	5	1.08	22.1	15.98	23.9	-58.0	-9.9	0.28	6.9	-0.50	-4.0
4800 - 5799	1	-1.17	-32.7	-78.00	-65.3	-43.1	-6.4	0.39	27.5	-1.66	-16.3
ALL VEHICLES	14	0.34	8.2	3.87	6.2	-28.1	-5.7	0.17	5.7	-0.49	-3.4

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	6	1.68	0.9	23.47	19.3	468.1	87.4	3.36	1.7	17.4
CHRYSLER	15	2.87	1.1	67.03	33.7	533.7	90.1	1.73	0.5	13.7
FORD	25	2.09	2.4	52.44	59.0	606.7	100.7	1.51	0.5	12.8
GENERAL MOTORS	40	1.81	1.3	46.00	35.7	524.0	103.5	1.50	0.9	14.7
IMPORTS	26	1.85	0.7	31.66	19.2	388.8	170.4	1.59	0.9	20.0
NO. OF CYL.										
2	2	1.28	0.3	8.92	0.7	855.2	311.6	0.63	0.0	10.2
4	27	1.88	0.7	33.91	17.1	335.5	51.1	1.62	0.9	22.5
6	17	1.62	0.9	30.35	22.8	446.2	65.0	1.94	0.8	17.8
8	66	2.20	1.8	55.63	47.0	586.3	81.8	1.62	1.0	13.0
DISPLACEMENT										
LESS THAN 151	29	1.83	0.7	32.18	17.7	371.4	154.4	1.55	0.9	20.7
151 - 250	15	1.53	0.9	29.34	23.3	445.1	68.0	1.81	0.7	17.9
251 - 350	29	1.91	0.9	43.94	26.2	520.9	48.9	1.59	1.1	14.9
MORE THAN 350	39	2.42	2.2	63.41	56.0	628.3	74.8	1.71	0.9	12.1
INERTIA WEIGHT										
1800 - 2799	27	1.95	0.7	33.84	20.7	371.2	160.0	1.57	0.9	20.6
2800 - 3799	26	1.49	0.9	27.97	22.6	466.0	75.3	1.79	0.8	17.2
3800 - 4799	43	2.25	1.9	56.73	49.0	568.1	73.1	1.69	1.1	13.4
4800 - 5799	16	2.37	1.6	65.04	43.5	655.6	79.7	1.47	0.4	11.6
ALL VEHICLES	112	2.02	1.5	45.72	39.8	509.4	140.2	1.65	0.9	15.1

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	6	1.49	0.7	21.63	16.4	481.9	57.4	2.78	1.8	17.0
CHRYSLER	15	1.53	1.0	40.45	26.9	586.6	106.7	1.54	0.7	13.6
FORD	25	1.23	0.4	29.23	16.9	655.1	123.5	1.55	0.5	12.6
GENERAL MOTORS	40	1.19	0.8	32.55	24.1	544.5	105.7	1.44	0.9	14.8
IMPORTS	26	1.94	1.2	28.17	16.6	382.8	106.4	1.44	0.6	20.5
NO. OF CYL.										
2	2	3.76	3.4	24.31	17.5	567.4	76.4	0.71	0.1	14.4
4	27	1.74	0.9	29.22	15.7	347.2	56.6	1.43	0.6	22.3
6	17	1.13	0.7	20.77	14.5	472.8	57.7	1.61	0.6	17.4
8	66	1.32	0.7	35.01	23.9	625.1	94.9	1.61	1.0	13.0
DISPLACEMENT										
LESS THAN 151	29	1.88	1.2	28.88	15.5	362.4	80.1	1.38	0.6	21.5
151 - 250	15	1.03	0.7	19.80	14.0	472.3	61.2	1.51	0.5	17.5
251 - 350	29	1.19	0.5	28.51	19.6	540.6	40.6	1.54	1.0	15.1
MORE THAN 350	39	1.44	0.9	39.50	25.5	680.3	82.5	1.71	0.9	11.9
INERTIA WEIGHT										
1800 - 2799	27	1.95	1.2	28.30	15.2	364.2	86.7	1.40	0.6	21.4
2800 - 3799	26	1.06	0.6	19.89	15.7	483.2	67.7	1.50	0.6	17.1
3800 - 4799	43	1.31	0.7	35.25	21.1	612.3	95.0	1.73	1.1	13.2
4800 - 5799	16	1.50	0.9	44.04	28.6	692.3	75.1	1.41	0.5	11.6
ALL VEHICLES	112	1.43	0.9	31.26	21.2	533.9	143.4	1.55	0.9	15.1

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	6	0.19	11	1.84	7.9	-13.8	-3.0	0.58	17.3	-0.34	-2.0
CHRYSLER	15	1.34	46	26.59	39.7	-52.9	-9.9	0.18	10.5	-0.14	-1.0
FORD	25	0.87	41	23.21	44.3	-48.3	-8.0	-0.04	-2.8	-0.16	-1.3
GENERAL MOTORS	40	0.62	34	13.46	29.3	-20.5	-3.9	0.06	3.8	0.06	0.4
IMPORTS	26	-0.09	-4	3.49	11.0	6.0	1.6	0.15	9.5	0.52	2.6
NO. OF CYL.											
2	2	-2.49	-195	-15.39	-172.4	287.9	33.7	-0.07	-11.4	4.21	41.4
4	27	0.13	7	4.69	13.8	-11.7	-3.5	0.20	12.1	-0.22	-1.0
6	17	0.49	30	9.58	31.6	-26.6	-6.0	0.32	16.6	-0.35	-2.0
8	66	0.89	40	20.61	37.1	-38.7	-6.6	0.01	0.7	-0.07	-0.5
DISPLACEMENT											
LESS THAN 151	29	-0.05	-2	3.30	10.3	9.0	2.4	0.18	11.4	0.70	3.4
151 - 250	15	0.49	32	9.55	32.5	-27.2	-6.1	0.30	16.7	-0.37	-2.1
251 - 350	29	0.72	37	15.44	35.1	-19.7	-3.8	0.06	3.6	0.17	1.2
MORE THAN 350	39	0.99	40	23.91	37.7	-52.0	-8.3	0.00	0.1	-0.18	-1.5
INERTIA WEIGHT											
1800 - 2799	27	-0.00	-0	5.54	16.4	7.0	1.9	0.17$	10.8	0.78	3.8
2800 - 3799	26	0.43	29	8.08	28.9	-17.2	-3.7	0.29	16.2	-0.10	-0.6
3800 - 4799	43	0.94	41	21.48	37.9	-44.3	-7.8	-0.04	-2.3	-0.15	-1.1
4800 - 5799	16	0.87	36	21.00	32.3	-36.6	-5.6	0.06	4.3	-0.01	-0.1
ALL VEHICLES	112	0.58	28	14.46	31.6	-24.5	-4.8	0.10	6.2	0.00	0.0

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	4.91	0.0	57.61	0.0	457.7	0.0	2.80	0.0	15.7
CHRYSLER	4	5.59	2.8	82.60	51.8	415.9	62.3	1.78	1.0	15.8
FORD	7	4.59	1.1	81.66	38.2	487.3	123.7	1.85	0.6	14.1
GENERAL MOTORS	13	4.12	1.0	76.63	32.7	561.6	102.9	1.94	1.0	12.8
IMPORTS	5	5.04	2.1	60.48	14.3	310.8	82.3	1.18	0.5	21.0
NO. OF CYL.										
2	1	8.50	0.0	81.80	0.0	436.4	0.0	0.57	0.0	15.0
4	6	3.85	0.9	54.99	8.1	287.4	40.6	1.56	0.5	23.0
6	4	3.51	0.5	64.03	13.6	389.1	36.1	1.67	0.6	17.7
8	19	4.87	1.4	83.70	38.8	561.6	77.6	1.97	1.0	12.5
DISPLACEMENT										
LESS THAN 151	7	4.51	1.9	58.82	12.5	308.7	67.4	1.42	0.6	21.4
151 - 250	4	3.51	0.5	64.03	13.6	389.1	36.1	1.67	0.6	17.7
251 - 350	12	5.01	1.7	85.68	30.8	522.9	58.3	1.69	0.8	13.2
MORE THAN 350	7	4.63	1.0	80.31	52.6	627.9	60.9	2.45	1.0	11.5
INERTIA WEIGHT										
1800 - 2799	7	4.51	1.9	58.82	12.5	308.7	67.4	1.42	0.6	21.4
2800 - 3799	6	3.94	0.8	71.86	24.8	412.7	46.0	1.74	0.8	16.5
3800 - 4799	12	4.85	1.7	77.42	30.1	541.4	58.0	1.76	0.8	13.1
4800 - 5799	5	4.94	1.1	97.25	59.0	650.8	38.6	2.51	1.2	10.8
ALL VEHICLES	30	4.60	1.5	75.27	33.4	479.6	131.9	1.80	0.9	14.5

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	4.71	0.0	49.78	0.0	507.5	0.0	3.21	0.0	14.8
CHRYSLER	4	3.76	0.5	56.30	17.9	471.7	60.9	1.73	0.5	15.5
FORD	7	4.01	0.8	63.04	18.2	511.7	138.5	1.77	0.7	14.2
GENERAL MOTORS	13	4.11	1.2	60.78	30.1	582.7	112.0	1.96	1.1	12.8
IMPORTS	5	4.84	1.7	48.39	15.5	325.1	89.9	1.31	0.6	21.3
NO. OF CYL.										
2	1	7.76	0.0	69.35	0.0	468.1	0.0	0.52	0.0	14.8
4	6	3.77	0.8	46.03	11.8	289.1	37.1	1.61	0.4	23.8
6	4	3.14	0.3	56.17	16.8	419.7	5.1	1.43	0.5	17.1
8	19	4.34	0.9	62.01	26.6	594.5	68.7	2.03	1.0	12.6
DISPLACEMENT										
LESS THAN 151	7	4.34	1.7	49.36	13.9	314.7	75.7	1.45	0.5	21.9
151 - 250	4	3.14	0.3	56.17	16.8	419.7	5.1	1.43	0.5	17.1
251 - 350	12	4.48	1.1	65.86	26.2	559.8	58.0	1.83	0.9	13.1
MORE THAN 350	7	4.09	0.7	55.41	28.1	653.9	38.3	2.39	1.1	11.8
INERTIA WEIGHT										
1800 - 2799	7	4.34	1.7	49.36	13.9	314.7	75.7	1.45	0.5	21.9
2800 - 3799	6	3.62	0.8	58.51	15.9	439.9	35.9	1.74	0.8	16.3
3800 - 4799	12	4.30	1.1	62.52	30.4	582.7	48.0	1.65	0.8	12.8
4800 - 5799	5	4.35	0.7	60.31	23.5	668.4	27.8	2.83	1.0	11.4
ALL VEHICLES	30	4.18	1.1	58.28	23.2	505.9	138.2	1.82	0.9	14.5

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	1	0.20	4.0	7.83	13.6	-79.7	-10.9	-0.41	-14.5	-0.96	-6.1
CHRYSLER	4	1.83	32.7	26.29	31.8	-55.8	-13.4	0.05	3.0	-0.24	-1.5
FORD	7	0.58	12.6	18.62	22.8	-24.4	-5.0	0.08	4.3	0.15	1.1
GENERAL MOTORS	13	0.01	0.3	15.85	20.7	-21.1	-3.8	-0.01	-0.7	0.07	0.6
IMPORTS	5	0.20	4.0	12.09	20.0	-14.3	-4.6	-0.13	-11.1	0.27	1.3
NO. OF CYL.											
2	1	0.73	8.6	12.45	15.2	-31.7	-7.3	0.05	8.1	-0.24	-1.6
4	6	0.08	2.0	8.96	16.3	-1.8	-0.6	-0.05	-3.0	0.77	3.4
6	4	0.37	10.4	7.86	12.3	-30.6	-7.9	0.24	14.5	-0.58	-3.3
8	19	0.53	10.9	21.70	25.9	-32.9	-5.9	-0.06	-3.2	0.05	0.4
DISPLACEMENT											
LESS THAN 151	7	0.17	3.8	9.46	16.1	-6.0	-2.0	-0.03	-2.4	0.49	2.3
151 - 250	4	0.37	10.4	7.86	12.3	-30.6	-7.9	0.24	14.5	-0.58	-3.3
251 - 350	12	0.53	10.5	19.83	23.1	-36.9	-7.1	-0.14	-8.2	-0.08	-0.6
MORE THAN 350	7	0.53	11.5	24.90	31.0	-25.9	-4.1	0.06	2.6	0.23	2.0
INERTIA WEIGHT											
1800 - 2799	7	0.17	3.8	9.46	16.1	-6.0	-2.0	-0.03	-2.4	0.49	2.3
2800 - 3799	6	0.32	8.1	13.35	18.6	-27.3	-6.6	0.00	0.0	-0.16	-1.0
3800 - 4799	12	0.56	11.5	14.91	19.3	-41.3	-7.6	0.11	6.5	-0.30	-2.3
4800 - 5799	5	0.58	11.8	36.95	38.0	-17.6	-2.7	-0.32	-12.8	0.59	5.4
ALL VEHICLES	30	0.42	9.2	17.00	22.6	-26.3	-5.5	-0.02	-0.9	0.04	0.3

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	3.02	0.0	35.79	0.0	377.9	0.0	6.05	0.0	20.0
CHRYSLER	3	3.94	1.0	83.73	42.8	382.9	87.9	2.98	1.4	16.8
FORD	6	5.06	2.1	103.17	42.3	469.2	113.3	1.74	0.8	13.7
GENERAL MOTORS	12	3.79	0.9	63.69	16.5	583.7	122.6	1.93	1.1	12.8
IMPORTS	5	4.20	2.2	56.18	19.4	321.1	65.9	1.39	0.4	21.0
NO. OF CYL.										
2	0									
4	7	4.14	1.9	59.54	17.0	312.5	56.4	1.47	0.4	21.2
6	3	3.42	0.9	57.75	39.0	350.4	43.2	4.39	1.7	19.6
8	17	4.26	1.4	80.07	34.6	571.4	95.4	1.88	1.0	12.5
DISPLACEMENT										
LESS THAN 151	7	4.14	1.9	59.54	17.0	312.5	56.4	1.47	0.4	21.2
151 - 250	3	3.42	0.9	57.75	39.0	350.4	43.2	4.39	1.7	19.6
251 - 350	8	4.06	0.8	74.39	22.3	521.6	65.8	1.64	0.8	13.6
MORE THAN 350	9	4.45	1.9	85.12	43.6	615.6	98.6	2.10	1.1	11.6
INERTIA WEIGHT										
1800 - 2799	6	4.49	1.8	62.11	17.1	293.5	28.4	1.37	0.4	21.9
2800 - 3799	6	3.44	1.1	65.68	31.2	398.0	63.6	2.83	2.1	17.3
3800 - 4799	13	4.35	1.6	78.28	39.4	569.5	82.3	2.11	1.0	12.6
4800 - 5799	2	3.79	0.2	83.42	12.9	699.8	45.1	1.42	0.0	10.5
ALL VEHICLES	27	4.14	1.5	72.27	32.1	479.7	146.4	2.05	1.3	14.6

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	2.80	0.0	28.59	0.0	423.3	0.0	2.42	0.0	18.6
CHRYSLER	3	2.95	0.4	45.08	9.5	423.2	87.0	3.06	0.6	17.6
FORD	6	4.07	1.2	59.48	20.3	530.1	132.4	2.26	0.9	13.9
GENERAL MOTORS	12	3.70	1.1	47.70	14.8	596.8	110.9	2.04	1.1	13.0
IMPORTS	5	3.92	2.4	45.25	17.0	318.1	60.3	1.41	0.4	22.1
NO. OF CYL.										
2	0									
4	7	3.86	2.0	46.46	16.8	312.7	50.4	1.58	0.6	22.3
6	3	2.78	0.2	37.98	11.8	390.8	35.5	3.08	0.6	19.3
8	17	3.80	1.0	51.77	16.8	603.7	69.5	2.14	1.0	12.7
DISPLACEMENT										
LESS THAN 151	7	3.86	2.0	46.46	16.8	312.7	50.4	1.58	0.6	22.3
151 - 250	3	2.78	0.2	37.98	11.8	390.8	35.5	3.08	0.6	19.3
251 - 350	8	3.55	0.8	47.83	12.5	557.2	37.7	1.80	0.7	13.8
MORE THAN 350	9	4.03	1.3	55.27	20.0	645.1	65.7	2.45	1.2	11.9
INERTIA WEIGHT										
1800 - 2799	6	4.20	2.0	49.34	16.4	295.7	24.8	1.56	0.7	23.0
2800 - 3799	6	2.91	1.0	44.32	15.6	440.6	74.2	2.16	1.1	17.1
3800 - 4799	13	3.76	0.9	49.03	18.5	598.9	56.5	2.37	1.0	12.9
4800 - 5799	2	4.28	1.9	60.01	1.5	711.0	49.6	1.85	0.2	10.8
ALL VEHICLES	27	3.71	1.3	48.86	16.4	504.6	146.6	2.10	1.0	15.0

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	1	0.22	7.4	7.20	20.1	-45.4	-12.0	3.63	60.0	-1.40	-7.0
CHRYSLER	3	0.98	25.0	38.65	46.2	-40.4	-10.5	-0.08	-2.6	0.79	4.7
FORD	6	0.99	19.6	43.70	42.4	-60.9	-13.0	-0.53	-30.2	0.24	1.7
GENERAL MOTORS	12	0.10	2.5	16.00	25.1	-13.0	-2.2	-0.12	-6.1	0.23	1.8
IMPORTS	5	0.28	6.6	10.92	19.4	3.0	0.9	-0.03	-2.1	1.10	5.2
NO. OF CYL.											
2	0										
4	7	0.28	6.7	13.08	22.0	-0.2	-0.1	-0.12	-8.0	1.13	5.3
6	3	0.64	18.8	19.77	34.2	-40.5	-11.6	1.32	30.0	-0.32	-1.6
8	17	0.46	10.8	28.30	35.3	-32.4	-5.7	-0.26	-13.9	0.24	1.9
DISPLACEMENT											
LESS THAN 151	7	0.28	6.7	13.08	22.0	-0.2	-0.1	-0.12	-8.0	1.13	5.3
151 - 250	3	0.64	18.8	19.77	34.2	-40.5	-11.6	1.32	30.0	-0.32	-1.6
251 - 350	8	0.51	12.5	26.56	35.7	-35.6	-6.8	-0.16	-9.8	0.16	1.2
MORE THAN 350	9	0.42	9.4	29.85	35.1	-29.5	-4.8	-0.35	-16.7	0.29	2.5
INERTIA WEIGHT											
1800 - 2799	6	0.29	6.5	12.77	20.6	-2.1	-0.7	-0.19	-13.6	1.07	4.9
2800 - 3799	6	0.54	15.6	21.36	32.5	-42.6	-10.7	0.67	23.7	-0.24	-1.4
3800 - 4799	13	0.59	13.6	29.25	37.4	-29.4	-5.2	-0.26	-12.2	0.34	2.7
4800 - 5799	2	-0.50	-13.2	23.41	28.1	-11.2	-1.6	-0.43	-30.3	0.31	2.9
ALL VEHICLES	27	0.43	10.5	23.40	32.4	-24.9	-5.2	-0.05	-2.4	0.33	2.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	29.76	0.0	99.02	0.0	295.3	0.0	1.57	0.0	16.3
CHRYSLER	3	7.63	3.8	127.12	70.9	402.6	117.5	2.33	1.0	14.2
FORD	6	4.21	0.7	53.25	15.5	494.6	143.8	3.94	0.6	15.0
GENERAL MOTORS	11	4.94	1.2	84.01	26.2	507.1	88.4	2.59	1.4	13.6
IMPORTS	4	4.16	0.8	43.31	9.8	304.7	53.4	2.03	0.6	23.0
NO. OF CYL.										
2	0									
4	6	4.11	0.7	48.09	11.0	313.0	52.2	2.25	1.0	22.1
6	3	14.91	13.5	104.37	60.1	302.6	39.7	2.25	1.1	17.3
8	16	4.97	1.3	80.97	36.1	530.1	74.5	3.03	1.4	13.2
DISPLACEMENT										
LESS THAN 151	6	4.11	0.7	48.09	11.0	313.0	52.2	2.25	1.0	22.1
151 - 250	2	7.48	5.7	107.05	84.7	306.3	55.4	2.60	1.3	17.8
251 - 350	8	8.13	8.8	85.16	28.7	449.8	75.7	2.16	0.7	14.6
MORE THAN 350	9	4.92	1.3	79.25	41.7	575.5	59.3	3.65	1.4	12.4
INERTIA WEIGHT										
1800 - 2799	7	7.54	9.8	54.07	21.9	305.2	40.4	2.41	1.0	21.4
2800 - 3799	9	5.50	2.5	83.87	41.2	441.1	84.4	2.33	0.9	15.0
3800 - 4799	8	5.39	1.3	80.57	42.1	561.3	51.0	3.69	1.4	12.6
4800 - 5799	1	3.58	0.0	119.44	0.0	671.5	0.0	1.43	0.0	10.2
ALL VEHICLES	25	5.96	5.3	75.89	38.1	450.7	125.9	2.75	1.3	15.1

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	2.63	0.0	36.66	0.0	369.7	0.0	2.03	0.0	20.4
CHRYSLER	3	3.83	0.3	58.29	12.0	459.5	98.5	2.86	0.4	15.8
FORD	6	3.12	0.7	41.22	15.5	535.8	164.1	3.31	1.2	14.5
GENERAL MOTORS	11	3.83	0.8	61.07	46.5	563.9	87.5	2.57	1.5	13.2
IMPORTS	4	4.48	0.9	41.29	9.1	293.8	47.6	1.98	0.8	23.8
NO. OF CYL.										
2	0									
4	6	3.91	1.2	41.86	8.4	310.0	48.6	1.83	0.7	22.9
6	3	3.16	0.6	44.53	13.1	362.3	6.5	3.07	1.5	20.1
8	16	3.75	0.8	56.94	39.9	587.2	70.7	2.91	1.3	12.9
DISPLACEMENT										
LESS THAN 151	6	3.91	1.2	41.86	8.4	310.0	48.6	1.83	0.7	22.9
151 - 250	2	3.42	0.5	48.47	15.8	358.5	1.5	3.60	1.7	19.9
251 - 350	8	3.63	0.9	50.07	14.8	510.8	66.7	2.24	0.6	14.8
MORE THAN 350	9	3.73	0.7	60.78	52.7	630.9	58.3	3.41	1.4	12.0
INERTIA WEIGHT										
1800 - 2799	7	3.35	0.8	40.84	8.0	317.9	49.2	2.27	1.3	22.6
2800 - 3799	9	3.81	0.8	46.83	13.6	489.6	77.9	2.29	0.7	15.4
3800 - 4799	8	3.81	0.9	48.87	14.7	624.3	48.0	3.64	1.3	12.4
4800 - 5799	1	4.75	0.0	197.44	0.0	714.6	0.0	1.04	0.0	8.5
ALL VEHICLES	25	3.72	0.8	51.83	32.7	493.7	141.6	2.67	1.3	15.1

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	1	27.13	91.2	62.36	63.0	-74.4	-25.2	-0.46	-29.4	4.10	25.2
CHRYSLER	3	3.79	49.8	68.83	54.1	-56.9	-14.1	-0.53	-22.7	1.59	11.2
FORD	6	1.10	26.0	12.02	22.6	-41.2	-8.3	0.62	15.9	-0.46	-3.1
GENERAL MOTORS	11	1.11	22.5	22.95	27.3	-56.8	-11.2	0.02	0.6	-0.35	-2.6
IMPORTS	4	-0.32	-7.8	2.02	4.7	10.9	3.6	0.05	2.5	0.80	3.5
NO. OF CYL.											
2	0										
4	6	0.20	4.8	6.23	13.0	3.0	1.0	0.42	18.8	0.76	3.5
6	3	11.75	78.8	59.84	57.3	-59.7	-19.7	-0.82	-36.4	2.80	16.2
8	16	1.22	24.6	24.04	29.7	-57.0	-10.8	0.12	4.1	-0.29	-2.2
DISPLACEMENT											
LESS THAN 151	6	0.20	4.8	6.23	13.0	3.0	1.0	0.42	18.8	0.76	3.5
151 - 250	2	4.05	54.2	58.58	54.7	-52.3	-17.1	-1.00	-38.5	2.11	11.8
251 - 350	8	4.50	55.4	35.09	41.2	-61.1	-13.6	-0.08	-3.8	0.20	1.4
MORE THAN 350	9	1.19	24.1	18.47	23.3	-55.4	-9.6	0.24	6.6	-0.38	-3.1
INERTIA WEIGHT											
1800 - 2799	7	4.18	55.5	13.22	24.5	-12.7	-4.2	0.14	5.8	1.17	5.4
2800 - 3799	9	1.70	30.9	37.04	44.2	-48.5	-11.0	0.04	1.6	0.39	2.6
3800 - 4799	8	1.58	29.3	31.70	39.3	-63.1	-11.2	0.04	1.2	-0.15	-1.2
4800 - 5799	1	-1.17	-32.7	-78.00	-65.3	-43.1	-6.4	0.39	27.5	-1.66	-16.3
ALL VEHICLES	25	2.24	37.6	24.06	31.7	-42.9	-9.5	0.08	3.0	0.05	0.3

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	9	2.41	0.4	43.69	19.5	404.1	49.7	2.41	0.7	18.5
CHRYSLER	29	3.31	1.6	80.34	32.5	516.3	86.7	1.56	0.6	13.6
FORD	16	3.06	2.8	72.01	74.1	592.1	105.0	1.56	0.6	12.4
GENERAL MOTORS	56	3.35	2.2	79.91	32.9	488.8	99.0	1.22	0.5	14.2
IMPORTS	14	2.60	0.7	48.79	24.3	317.3	56.0	1.38	0.7	22.1
NO. OF CYL.										
2	0									
4	24	2.50	1.0	48.48	20.4	325.7	47.2	1.25	0.6	21.7
6	18	2.59	0.6	54.63	24.0	398.0	40.4	1.86	0.9	18.0
8	82	3.47	2.3	83.98	43.4	547.7	78.1	1.42	0.6	12.9
DISPLACEMENT										
LESS THAN 151	24	2.50	1.0	48.48	20.4	325.7	47.2	1.25	0.6	21.7
151 - 250	14	2.64	0.6	55.46	24.1	385.5	33.2	1.71	0.8	18.5
251 - 350	45	2.85	1.1	73.79	31.9	499.1	50.4	1.38	0.7	14.2
MORE THAN 350	41	4.04	3.0	92.03	51.6	590.7	78.9	1.56	0.5	11.9
INERTIA WEIGHT										
1800 - 2799	20	2.58	0.8	51.86	22.2	319.6	49.1	1.19	0.6	21.7
2800 - 3799	28	2.61	0.9	55.23	25.3	418.1	67.7	1.64	0.9	17.3
3800 - 4799	60	3.27	1.9	82.75	45.6	529.7	67.8	1.44	0.6	13.2
4800 - 5799	16	4.39	3.6	92.81	39.3	625.9	77.6	1.48	0.4	11.3
ALL VEHICLES	124	3.15	2.0	72.85	40.5	483.0	115.5	1.45	0.6	14.6

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	CO2 MEAN	CO2 S.D.	NOXC MEAN	NOXC S.D.	MPG MEAN
VEHICLE MFG.										
AMER. MOTORS	9	2.15	0.5	45.86	36.3	430.6	54.4	1.88	0.6	17.4
CHRYSLER	29	1.55	0.9	44.14	23.8	583.1	109.2	1.21	0.6	13.5
FORD	16	1.65	0.8	34.09	28.0	664.0	126.6	1.45	0.5	12.3
GENERAL MOTORS	56	1.68	1.0	46.00	26.7	537.3	104.1	1.02	0.4	14.4
IMPORTS	14	2.13	0.6	31.91	15.5	358.6	74.7	1.47	0.7	21.4
NO. OF CYL.										
2	0									
4	24	1.92	0.9	32.69	13.9	354.3	50.4	1.21	0.7	21.6
6	18	1.86	0.7	40.05	31.2	430.5	44.7	1.45	0.7	17.8
8	82	1.65	0.9	45.80	27.2	613.0	83.3	1.19	0.5	12.9
DISPLACEMENT										
LESS THAN 151	24	1.92	0.9	32.69	13.9	354.3	50.4	1.21	0.7	21.6
151 - 250	14	1.75	0.7	33.65	20.3	417.4	39.9	1.33	0.6	18.7
251 - 350	45	1.50	0.9	42.23	29.3	551.5	47.5	1.15	0.6	14.3
MORE THAN 350	41	1.87	0.9	51.35	27.4	667.2	78.9	1.30	0.5	11.8
INERTIA WEIGHT										
1800 - 2799	20	1.97	1.0	32.06	15.7	351.2	61.3	1.17	0.7	21.8
2800 - 3799	28	1.79	0.8	37.95	29.5	452.7	73.9	1.33	0.7	17.1
3800 - 4799	60	1.63	0.9	45.67	24.6	594.6	71.2	1.19	0.6	13.2
4800 - 5799	16	1.72	1.0	51.08	32.4	696.5	89.5	1.30	0.4	11.3
ALL VEHICLES	124	1.73	0.9	42.43	26.1	536.4	131.7	1.23	0.6	14.6

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	9	0.26	10.6	-2.17	-5.0	-26.4	-6.5	0.53	22.1	-1.05	-5.7
CHRYSLER	29	1.76	53.2	36.21	45.1	-66.8	-12.9	0.35	22.5	-0.09	-0.7
FORD	16	1.41	46.1	37.91	52.7	-71.9	-12.1	0.11	6.9	-0.13	-1.1
GENERAL MOTORS	56	1.67	49.9	33.91	42.4	-48.6	-9.9	0.21	16.9	0.23	1.6
IMPORTS	14	0.48	18.3	16.88	34.6	-41.3	-13.0	-0.09	-6.5	-0.71	-3.2
NO. OF CYL.											
2	0										
4	24	0.58	23.3	15.79	32.6	-28.5	-8.8	0.04	3.1	-0.10	-0.5
6	18	0.73	28.3	14.58	26.7	-32.5	-8.2	0.41	22.2	-0.26	-1.5
8	82	1.82	52.5	38.18	45.5	-65.3	-11.9	0.23	16.0	0.01	0.1
DISPLACEMENT											
LESS THAN 151	24	0.58	23.3	15.79	32.6	-28.5	-8.8	0.04	3.1	-0.10	-0.5
151 - 250	14	0.88	33.5	21.81	39.3	-31.9	-8.3	0.38	22.2	0.20	1.1
251 - 350	45	1.35	47.4	31.56	42.8	-52.3	-10.5	0.23	16.5	0.04	0.2
MORE THAN 350	41	2.17	53.8	40.68	44.2	-76.5	-13.0	0.26	16.5	-0.09	-0.8
INERTIA WEIGHT											
1800 - 2799	20	0.61	23.5	19.80	38.2	-31.6	-9.9	0.02	1.7	0.08	0.4
2800 - 3799	28	0.82	31.4	17.28	31.3	-34.6	-8.3	0.32	19.4	-0.16	-0.9
3800 - 4799	60	1.64	50.2	37.08	44.8	-64.9	-12.3	0.25	17.2	-0.03	-0.2
4800 - 5799	16	2.67	60.8	41.73	45.0	-70.6	-11.3	0.18	12.1	0.05	0.4
ALL VEHICLES	124	1.42	45.1	30.42	41.8	-53.4	-11.1	0.22	15.0	-0.03	-0.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	6.30	0.0	73.25	0.0	385.1	0.0	1.47	0.0	17.1
CHRYSLER	6	4.68	1.2	83.16	26.3	461.3	102.4	2.70	1.3	14.6
FORD	8	5.57	1.1	90.67	38.3	425.9	163.5	1.58	1.1	15.1
GENERAL MOTORS	9	6.13	3.6	95.58	38.3	490.5	123.5	1.49	0.6	13.4
IMPORTS	7	3.77	0.7	57.73	15.0	298.7	30.6	1.62	0.8	22.1
NO. OF CYL.										
2	0									
4	12	4.05	1.1	67.76	23.6	290.5	27.6	1.39	0.8	21.7
6	5	4.30	1.2	70.33	9.0	374.8	13.8	1.85	0.7	17.8
8	14	6.46	2.6	99.80	38.5	550.4	72.2	2.07	1.2	12.2
DISPLACEMENT										
LESS THAN 151	12	4.05	1.1	67.76	23.6	290.5	27.6	1.39	0.8	21.7
151 - 250	5	4.30	1.2	70.33	9.0	374.8	13.8	1.85	0.7	17.8
251 - 350	8	6.72	3.5	80.48	37.5	509.4	48.4	2.28	1.5	13.5
MORE THAN 350	6	6.10	0.5	125.55	22.3	605.1	63.1	1.80	0.5	10.8
INERTIA WEIGHT										
1800 - 2799	10	4.27	1.2	59.39	24.1	305.8	55.5	1.78	1.1	21.5
2800 - 3799	11	5.28	3.4	78.67	20.9	381.5	77.0	1.76	1.3	17.0
3800 - 4799	7	6.04	0.8	98.51	30.8	550.5	39.8	1.87	0.5	12.3
4800 - 5799	3	5.82	0.6	137.66	28.0	652.1	34.8	1.57	0.4	10.0
ALL VEHICLES	31	5.18	2.2	82.64	33.3	421.5	132.5	1.77	1.0	15.6

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	4.75	0.0	59.33	0.0	390.7	0.0	1.73	0.0	17.8
CHRYSLER	6	3.66	0.9	56.78	12.6	503.4	109.3	1.96	0.5	14.7
FORD	8	4.47	1.1	63.44	22.4	466.8	157.3	1.47	0.9	15.3
GENERAL MOTORS	9	5.20	3.1	65.88	40.8	545.9	141.1	1.57	0.6	13.3
IMPORTS	7	4.08	1.9	49.06	17.0	327.5	64.7	1.47	0.5	21.3
NO. OF CYL.										
2	0									
4	12	3.97	1.6	56.32	19.8	322.6	51.3	1.28	0.5	20.9
6	5	3.57	0.7	57.52	13.6	408.1	16.0	1.67	0.7	17.4
8	14	5.16	2.5	62.89	34.3	602.8	71.9	1.86	0.6	12.4
DISPLACEMENT										
LESS THAN 151	12	3.97	1.6	56.32	19.8	322.6	51.3	1.28	0.5	20.9
151 - 250	5	3.57	0.7	57.52	13.6	408.1	16.0	1.67	0.7	17.4
251 - 350	8	5.43	3.2	58.13	44.8	573.6	62.1	1.78	0.8	13.0
MORE THAN 350	6	4.81	1.0	69.25	13.1	641.9	69.6	1.97	0.4	11.6
INERTIA WEIGHT										
1800 - 2799	10	4.15	1.7	53.47	22.0	333.9	72.7	1.45	0.7	20.6
2800 - 3799	11	4.39	2.9	66.61	35.2	425.4	86.4	1.42	0.6	16.3
3800 - 4799	7	4.89	1.3	49.01	12.5	608.7	48.7	2.06	0.6	12.7
4800 - 5799	3	4.60	0.2	77.81	12.3	690.4	14.2	1.73	0.5	10.7
ALL VEHICLES	31	4.45	2.0	59.48	26.3	462.9	144.1	1.61	0.6	15.6

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	1	1.55	24.7	13.93	19.0	-5.6	-1.5	-0.26	-17.3	0.73	4.3
CHRYSLER	6	1.02	21.8	26.38	31.7	-42.1	-9.1	0.73	27.2	0.06	0.4
FORD	8	1.10	19.7	27.23	30.0	-41.0	-9.6	0.11	6.7	0.14	0.9
GENERAL MOTORS	9	0.93	15.2	29.70	31.1	-55.5	-11.3	-0.09	-5.8	-0.12	-0.9
IMPORTS	7	-0.31	-8.1	8.66	15.0	-28.7	-9.6	0.14	8.7	-0.85	-3.9
NO. OF CYL.											
2	0										
4	12	0.08	2.0	11.44	16.9	-32.1	-11.1	0.11	8.0	-0.71	-3.3
6	5	0.72	16.9	12.81	18.2	-33.3	-8.9	0.18	9.5	-0.38	-2.1
8	14	1.29	20.0	36.90	37.0	-52.4	-9.5	0.21	10.3	0.16	1.3
DISPLACEMENT											
LESS THAN 151	12	0.08	2.0	11.44	16.9	-32.1	-11.1	0.11	8.0	-0.71	-3.3
151 - 250	5	0.72	16.9	12.81	18.2	-33.3	-8.9	0.18	9.5	-0.38	-2.1
251 - 350	8	1.29	19.2	22.35	27.8	-64.2	-12.6	0.50	22.1	-0.49	-3.7
MORE THAN 350	6	1.29	21.2	56.30	44.8	-36.8	-6.1	-0.17	-9.6	0.79	7.3
INERTIA WEIGHT											
1800 - 2799	10	0.12	2.9	5.92	10.0	-28.1	-9.2	0.33	18.5	-0.92	-4.3
2800 - 3799	11	0.88	16.8	12.06	15.3	-43.9	-11.5	0.33	19.0	-0.69	-4.1
3800 - 4799	7	1.15	19.1	49.50	50.2	-58.2	-10.6	-0.18	-9.9	0.41	3.3
4800 - 5799	3	1.22	20.9	59.84	43.5	-38.3	-5.9	-0.16	-10.1	0.72	7.2
ALL VEHICLES	31	0.73	14.1	23.16	28.0	-41.5	-9.8	0.17	9.5	-0.08	-0.5

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	5.53	3.5	84.62	69.1	459.9	116.1	3.57	3.5	14.5
CHRYSLER	13	6.00	4.5	99.47	36.2	451.1	98.9	1.90	1.0	14.2
FORD	14	5.37	2.0	107.42	40.1	449.2	103.1	1.64	0.8	14.0
GENERAL MOTORS	12	6.67	2.3	87.41	26.9	494.1	143.2	1.76	0.6	13.6
IMPORTS	12	4.98	2.1	56.12	20.4	294.2	46.3	1.21	0.4	22.3
NO. OF CYL.										
2	0									
4	17	5.10	2.2	62.45	20.3	294.1	39.9	1.27	0.4	21.7
6	7	3.76	0.5	77.23	32.4	355.6	29.6	2.82	1.8	18.2
8	29	6.58	3.2	106.43	37.1	518.8	82.2	1.70	0.7	12.6
DISPLACEMENT										
LESS THAN 151	17	5.10	2.2	62.45	20.3	294.1	39.9	1.27	0.4	21.7
151 - 250	7	3.76	0.5	77.23	32.4	355.6	29.6	2.82	1.8	18.2
251 - 350	17	5.91	1.6	98.79	31.2	473.3	57.4	1.56	0.6	13.7
MORE THAN 350	12	7.53	4.6	117.26	43.1	583.2	68.6	1.89	0.7	11.2
INERTIA WEIGHT										
1800 - 2799	15	4.85	2.2	58.61	18.2	293.6	41.5	1.26	0.4	22.1
2800 - 3799	19	5.38	1.9	86.68	26.6	400.2	68.9	1.92	1.3	16.0
3800 - 4799	14	6.52	4.3	107.87	41.0	526.1	63.2	2.00	0.7	12.4
4800 - 5799	5	7.54	2.1	130.50	39.5	631.9	52.2	1.40	0.3	10.3
ALL VEHICLES	53	5.73	2.9	88.47	37.5	425.2	124.1	1.71	0.9	15.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	CO2 MEAN	CO2 S.D.	NOXC MEAN	NOXC S.D.	MPG MEAN
VEHICLE MFG.										
AMER. MOTORS	2	3.15	0.5	31.12	3.6	473.1	70.4	2.68	0.4	16.7
CHRYSLER	13	4.80	4.4	65.12	36.1	504.9	121.7	1.87	0.9	14.3
FORD	14	4.63	1.7	63.25	24.3	497.5	125.0	1.86	0.8	14.5
GENERAL MOTORS	12	4.94	2.3	59.74	21.1	532.6	145.5	1.79	0.7	13.8
IMPORTS	12	4.51	2.5	49.65	14.8	302.8	39.3	1.15	0.3	22.5
NO. OF CYL.										
2	0									
4	17	4.31	2.1	50.86	14.0	303.7	33.9	1.33	0.5	22.3
6	7	3.33	0.3	54.51	17.2	396.0	31.5	2.09	0.8	18.0
8	29	5.18	3.3	64.17	31.0	571.2	87.6	1.85	0.8	12.9
DISPLACEMENT										
LESS THAN 151	17	4.31	2.1	50.86	14.0	303.7	33.9	1.33	0.5	22.3
151 - 250	7	3.33	0.3	54.51	17.2	396.0	31.5	2.09	0.8	18.0
251 - 350	17	4.56	1.8	57.82	29.7	519.9	51.1	1.71	0.8	14.2
MORE THAN 350	12	6.07	4.6	73.16	32.0	643.9	76.8	2.05	0.8	11.4
INERTIA WEIGHT										
1800 - 2799	15	4.27	2.3	49.20	13.2	305.9	35.6	1.28	0.5	22.4
2800 - 3799	19	4.09	1.6	54.78	21.3	440.7	79.7	1.74	0.8	16.4
3800 - 4799	14	5.36	4.2	67.16	35.6	578.5	79.6	2.19	0.9	12.7
4800 - 5799	5	6.02	3.0	77.60	24.9	687.7	44.9	1.63	0.3	10.7
ALL VEHICLES	53	4.66	2.8	58.62	25.5	462.3	141.5	1.71	0.8	15.6

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	CO2 IMPR	CO2 %IMPR	NOXC IMPR	NOXC %IMPR	FUEL ECONOMY IMPR	FUEL ECONOMY %IMPR
VEHICLE MFG.											
AMER. MOTORS	2	2.38	43.0	53.49	63.2	-13.1	-2.9	0.90	25.0	2.15	14.8
CHRYSLER	13	1.20	20.0	34.36	34.5	-53.9	-11.9	0.03	1.5	0.09	0.6
FORD	14	0.74	13.7	44.16	41.1	-48.3	-10.7	-0.22	-13.2	0.54	3.8
GENERAL MOTORS	12	1.73	26.0	27.67	31.7	-38.5	-7.8	-0.03	-1.6	0.22	1.6
IMPORTS	12	0.46	9.3	6.48	11.5	-8.5	-2.9	0.06	5.3	0.18	0.8
NO. OF CYL.											
2	0										
4	17	0.80	15.6	11.59	18.6	-9.6	-3.3	-0.06	-5.0	0.61	2.8
6	7	0.43	11.5	22.71	29.4	-40.4	-11.4	0.73	25.8	-0.12	-0.7
8	29	1.39	21.2	42.26	39.7	-52.4	-10.1	-0.15	-9.0	0.34	2.7
DISPLACEMENT											
LESS THAN 151	17	0.80	15.6	11.59	18.6	-9.6	-3.3	-0.06	-5.0	0.61	2.8
151 - 250	7	0.43	11.5	22.71	29.4	-40.4	-11.4	0.73	25.8	-0.12	-0.7
251 - 350	17	1.35	22.8	40.97	41.5	-46.6	-9.8	-0.15	-9.4	0.48	3.5
MORE THAN 350	12	1.46	19.4	44.10	37.6	-60.7	-10.4	-0.16	-8.6	0.19	1.7
INERTIA WEIGHT											
1800 - 2799	15	0.58	12.0	9.42	16.1	-12.3	-4.2	-0.01	-1.1	0.24	1.1
2800 - 3799	19	1.29	23.9	31.89	36.8	-40.4	-10.1	0.19	9.8	0.41	2.5
3800 - 4799	14	1.16	17.8	40.71	37.7	-52.4	-10.0	-0.19	-9.5	0.27	2.2
4800 - 5799	5	1.52	20.1	52.91	40.5	-55.9	-8.8	-0.23	-16.8	0.40	3.9
ALL VEHICLES	53	1.07	18.7	29.84	33.7	-37.1	-8.7	-0.01	-0.5	0.35	2.3

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	CO2 MEAN	CO2 S.D.	NOXC MEAN	NOXC S.D.	MPG MEAN
VEHICLE MFG.										
AMER. MOTORS	2	18.36	16.1	91.90	10.1	305.9	15.1	1.52	0.1	17.5
CHRYSLER	10	7.42	2.8	119.20	37.1	397.0	96.1	2.17	0.7	14.6
FORD	14	5.49	1.4	70.53	27.9	406.7	131.7	2.99	1.0	16.6
GENERAL MOTORS	16	6.07	2.2	89.14	25.7	464.5	83.3	2.26	0.9	14.2
IMPORTS	8	4.18	0.8	49.03	19.2	294.4	48.7	2.10	1.0	23.1
NO. OF CYL.										
2	0									
4	14	4.39	0.9	52.42	15.5	286.3	41.0	2.29	1.0	23.2
6	8	9.51	8.5	103.26	30.5	313.8	37.5	2.00	1.0	17.5
8	28	6.45	2.2	93.63	34.0	483.8	70.7	2.56	0.9	13.6
DISPLACEMENT										
LESS THAN 151	14	4.39	0.9	52.42	15.5	286.3	41.0	2.29	1.0	23.2
151 - 250	7	6.62	2.6	103.87	32.9	316.4	39.7	2.06	1.0	17.7
251 - 350	17	7.92	6.0	92.96	25.8	439.0	67.9	2.20	0.7	14.5
MORE THAN 350	12	6.32	2.4	95.03	43.2	531.4	56.7	2.98	1.0	12.7
INERTIA WEIGHT										
1800 - 2799	17	6.13	6.2	63.71	26.8	287.9	33.0	2.18	1.0	21.8
2800 - 3799	19	6.68	2.4	88.29	33.7	413.9	84.6	2.33	0.8	15.5
3800 - 4799	13	6.27	2.3	102.16	37.3	519.4	51.2	2.80	1.0	12.7
4800 - 5799	1	5.45	0.0	93.09	0.0	552.1	0.0	1.92	0.0	12.4
ALL VEHICLES	50	6.36	4.0	83.64	35.1	401.3	111.0	2.39	0.9	16.1

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	4.26	2.3	61.17	34.7	342.9	37.9	1.74	0.4	19.6
CHRYSLER	10	5.40	3.7	63.85	37.1	465.8	101.0	2.37	0.8	15.2
FORD	14	3.97	1.0	45.59	12.3	442.3	157.4	2.85	1.0	16.9
GENERAL MOTORS	16	4.22	2.1	54.28	14.9	524.0	88.7	2.16	0.8	14.3
IMPORTS	8	4.28	1.2	40.25	19.9	295.9	48.0	1.89	0.8	23.8
NO. OF CYL.										
2	0									
4	14	4.15	1.3	40.61	15.7	291.6	39.6	2.11	0.7	24.1
6	8	3.89	1.0	55.19	18.7	353.0	31.9	2.42	1.1	19.6
8	28	4.66	2.7	56.41	25.0	549.3	67.5	2.42	0.9	13.6
DISPLACEMENT										
LESS THAN 151	14	4.15	1.3	40.61	15.7	291.6	39.6	2.11	0.7	24.1
151 - 250	7	4.07	0.9	57.84	18.5	350.6	33.6	2.48	1.2	19.5
251 - 350	17	4.93	3.4	52.14	15.4	503.2	59.2	2.06	0.5	14.8
MORE THAN 350	12	4.12	0.9	60.81	34.3	599.7	54.3	2.90	1.1	12.5
INERTIA WEIGHT										
1800 - 2799	17	4.00	1.3	45.21	19.7	301.1	43.0	2.11	0.9	23.1
2800 - 3799	19	5.00	3.2	52.68	14.6	476.6	101.1	2.15	0.6	15.4
3800 - 4799	13	4.02	1.0	58.85	33.5	578.5	34.4	2.84	1.1	13.0
4800 - 5799	1	4.60	0.0	55.10	0.0	591.7	0.0	3.10	0.0	12.8
ALL VEHICLES	50	4.40	2.2	51.79	22.6	445.7	131.9	2.33	0.9	16.4

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 18 CONT'D

SUMMARY OF 1972 HOT START TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	2	14.10	76.8	30.73	33.4	-37.0	-12.1	-0.22	-14.3	2.16	12.4
CHRYSLER	10	2.03	27.3	55.36	46.4	-68.8	-17.3	-0.20	-9.1	0.62	4.2
FORD	14	1.52	27.6	24.94	35.4	-35.6	-8.7	0.14	4.8	0.27	1.6
GENERAL MOTORS	16	1.84	30.4	34.86	39.1	-59.4	-12.8	0.10	4.4	0.03	0.2
IMPORTS	8	-0.10	-2.4	8.78	17.9	-1.5	-0.5	0.21	10.1	0.74	3.2
NO. OF CYL.											
2	0										
4	14	0.24	5.5	11.81	22.5	-5.3	-1.8	0.18	7.7	0.88	3.8
6	8	5.62	59.1	48.07	46.6	-39.2	-12.5	-0.43	-21.3	2.10	12.0
8	28	1.79	27.7	37.22	39.8	-65.5	-13.5	0.14	5.3	-0.03	-0.2
DISPLACEMENT											
LESS THAN 151	14	0.24	5.5	11.81	22.5	-5.3	-1.8	0.18	7.7	0.88	3.8
151 - 250	7	2.55	38.5	46.03	44.3	-34.2	-10.8	-0.42	-20.4	1.80	10.2
251 - 350	17	2.98	37.7	40.82	43.9	-64.1	-14.6	0.14	6.6	0.23	1.6
MORE THAN 350	12	2.20	34.9	34.22	36.0	-68.3	-12.8	0.07	2.5	-0.13	-1.1
INERTIA WEIGHT											
1800 - 2799	17	2.13	34.7	18.50	29.0	-13.2	-4.6	0.07	3.1	1.28	5.9
2800 - 3799	19	1.68	25.2	35.61	40.3	-62.7	-15.1	0.18	7.8	-0.04	-0.2
3800 - 4799	13	2.25	35.9	43.31	42.4	-59.1	-11.4	-0.04	-1.5	0.30	2.4
4800 - 5799	1	0.85	15.6	37.99	40.8	-39.6	-7.2	-1.19	-61.8	0.41	3.3
ALL VEHICLES	50	1.97	30.9	31.84	38.1	-44.5	-11.1	0.06	2.4	0.35	2.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

3.7.3 Federal Short Cycle Test Results

Emission and fuel economy results by the Federal Short Cycle Test procedure for the Denver Inspection/Maintenance Evaluation Task vehicles are presented on the thirty-six pages comprising Table 19 which follow.

TABLE 19

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	0.60	0.2	2.02	2.0	476.6	14.6	3.80	2.5	18.4
CHRYSLER	5	1.35	0.5	15.33	7.0	450.3	97.4	1.74	0.5	18.5
FORD	20	1.04	0.6	23.10	15.2	521.5	98.7	1.10	0.4	15.8
GENERAL MOTORS	27	0.97	0.7	20.48	21.3	472.5	76.8	1.33	0.9	17.5
IMPORTS	19	1.59	2.1	21.94	20.2	344.2	108.8	1.28	0.8	23.1
NO. OF CYL.										
2	2	5.10	6.9	45.58	58.7	567.5	16.9	0.41	0.0	13.5
4	17	1.10	0.5	18.23	12.9	301.3	48.4	1.40	0.8	26.6
6	11	0.71	0.5	9.17	7.4	403.7	48.5	1.73	0.7	21.1
8	43	1.13	0.6	23.50	18.9	517.1	75.2	1.28	0.9	15.9
DISPLACEMENT										
LESS THAN 151	19	1.52	2.1	21.10	20.4	329.3	95.6	1.30	0.8	24.2
151 - 250	11	0.71	0.5	9.17	7.4	403.7	48.5	1.73	0.7	21.1
251 - 350	19	1.32	0.6	25.23	22.0	454.0	34.8	1.20	0.9	17.8
MORE THAN 350	24	0.97	0.6	22.13	16.3	567.1	59.1	1.34	1.0	14.7
INERTIA WEIGHT										
1800 - 2799	17	1.64	2.2	21.22	20.0	332.5	102.8	1.32	0.8	23.9
2800 - 3799	19	0.79	0.5	10.47	10.8	409.1	57.6	1.55	0.7	20.7
3800 - 4799	27	1.21	0.6	26.67	20.1	498.8	63.0	1.29	1.1	16.3
4800 - 5799	10	0.95	0.6	23.27	17.4	603.9	47.1	1.17	0.5	13.8
ALL VEHICLES	73	1.17	1.2	20.72	18.5	451.1	113.0	1.35	0.9	18.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	0.74	0.2	1.67	1.6	456.5	0.3	3.43	2.5	19.2
CHRYSLER	5	1.09	0.1	17.08	9.9	476.3	119.0	1.50	0.8	17.5
FORD	20	0.79	0.3	16.00	9.1	555.8	121.0	1.16	0.4	15.2
GENERAL MOTORS	27	0.74	0.5	13.63	12.4	486.9	87.2	1.22	0.8	17.4
IMPORTS	19	1.79	2.7	20.95	19.3	336.4	86.6	1.04	0.4	23.7
NO. OF CYL.										
2	2	6.78	8.3	35.19	37.1	434.1	102.8	0.51	0.1	17.4
4	17	1.16	0.6	18.93	17.6	309.6	53.1	1.11	0.5	25.9
6	11	0.57	0.4	8.06	7.2	406.1	52.0	1.37	0.5	21.1
8	43	0.86	0.4	16.14	11.2	543.0	93.2	1.29	0.9	15.5
DISPLACEMENT										
LESS THAN 151	19	1.75	2.7	20.64	19.4	322.7	68.1	1.05	0.5	24.6
151 - 250	11	0.57	0.4	8.06	7.2	406.1	52.0	1.37	0.5	21.1
251 - 350	19	0.96	0.3	16.26	13.1	465.0	36.9	1.16	1.0	18.0
MORE THAN 350	24	0.79	0.4	16.04	9.8	604.8	76.1	1.39	0.9	14.0
INERTIA WEIGHT										
1800 - 2799	17	1.84	2.8	18.44	13.7	319.8	71.5	1.08	0.4	25.0
2800 - 3799	19	0.67	0.4	10.46	17.5	417.1	54.9	1.29	0.5	20.4
3800 - 4799	27	0.88	0.4	18.18	11.7	529.9	92.4	1.35	1.1	15.8
4800 - 5799	10	0.89	0.4	17.17	9.2	628.0	47.7	1.10	0.3	13.5
ALL VEHICLES	73	1.05	1.4	16.09	13.8	465.1	126.9	1.24	0.8	18.0

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	2	-0.14	-23.4	0.35	17.4	20.1	4.2	0.36	9.6	0.81	4.4
CHRYSLER	5	0.26	19.4	-1.75	-11.4	-26.0	-5.8	0.24	13.8	-1.02	-5.5
FORD	20	0.25	24.3	7.10	30.7	-34.3	-6.6	-0.05	-4.9	-0.60	-3.8
GENERAL MOTORS	27	0.23	23.3	6.85	33.5	-14.4	-3.0	0.11	8.2	-0.10	-0.6
IMPORTS	19	-0.19	-12.2	0.99	4.5	7.8	2.3	0.24	18.8	0.54	2.3
NO. OF CYL.											
2	2	-1.68	-32.9	10.38	22.8	133.3	23.5	-0.10	-24.3	3.83	28.2
4	17	-0.06	-5.3	-0.70	-3.8	-8.3	-2.8	0.29	20.9	-0.75	-2.8
6	11	0.14	19.2	1.10	12.0	-2.4	-0.6	0.36	20.7	-0.01	-0.1
8	43	0.26	23.4	7.37	31.3	-25.9	-5.0	-0.01	-0.6	-0.38	-2.4
DISPLACEMENT											
LESS THAN 151	19	-0.23	-15.0	0.47	2.2	6.6	2.0	0.25	19.4	0.44	1.8
151 - 250	11	0.14	19.2	1.10	12.0	-2.4	-0.6	0.36	20.7	-0.01	-0.1
251 - 350	19	0.36	27.3	8.97	35.5	-11.0	-2.4	0.05	3.8	0.15	0.9
MORE THAN 350	24	0.19	19.1	6.10	27.5	-37.7	-6.7	-0.05	-3.7	-0.64	-4.4
INERTIA WEIGHT											
1800 - 2799	17	-0.21	-12.5	2.78	13.1	12.7	3.8	0.25	18.7	1.10	4.6
2800 - 3799	19	0.12	15.5	0.01	0.1	-7.9	-1.9	0.26	16.9	-0.36	-1.7
3800 - 4799	27	0.33	27.5	8.49	31.8	-31.1	-6.2	-0.06	-4.5	-0.49	-3.0
4800 - 5799	10	0.06	6.4	6.10	26.2	-24.0	-4.0	0.07	6.1	-0.30	-2.2
ALL VEHICLES	73	0.12	9.9	4.63	22.3	-13.9	-3.1	0.11	8.5	-0.23	-1.3

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	3.77	0.0	29.75	0.0	405.6	0.0	2.35	0.0	19.1
CHRYSLER	2	6.52	1.5	76.80	68.0	362.9	74.6	1.33	1.2	17.6
FORD	5	3.34	0.8	45.87	22.7	427.0	103.6	1.61	0.6	17.4
GENERAL MOTORS	11	3.47	0.8	56.23	22.1	487.2	60.6	1.40	0.7	15.1
IMPORTS	3	4.24	1.2	45.11	14.0	272.6	105.6	1.05	0.6	24.9
NO. OF CYL.										
2	1	5.56	0.0	61.26	0.0	394.5	0.0	0.35	0.0	17.5
4	3	3.33	0.6	33.09	6.8	229.4	30.8	1.48	0.2	30.4
6	1	1.92	0.0	33.94	0.0	377.0	0.0	1.12	0.0	20.3
8	17	3.94	1.2	57.18	27.6	469.6	68.1	1.51	0.7	15.5
DISPLACEMENT										
LESS THAN 151	4	3.89	1.2	40.13	15.1	270.7	86.3	1.20	0.6	25.6
151 - 250	1	1.92	0.0	33.94	0.0	377.0	0.0	1.12	0.0	20.3
251 - 350	12	4.14	1.3	65.24	28.0	442.4	53.1	1.32	0.7	15.9
MORE THAN 350	5	3.46	0.8	37.85	14.9	535.0	56.7	1.96	0.5	14.7
INERTIA WEIGHT										
1800 - 2799	4	3.89	1.2	40.13	15.1	270.7	86.3	1.20	0.6	25.6
2800 - 3799	3	3.09	1.0	48.93	29.7	396.9	17.3	1.40	0.8	18.4
3800 - 4799	12	4.06	1.4	56.79	27.6	462.0	62.1	1.38	0.7	15.7
4800 - 5799	3	3.62	0.4	59.27	34.4	542.1	60.6	1.99	0.8	13.7
ALL VEHICLES	22	3.84	1.2	53.03	26.0	429.2	104.1	1.43	0.7	16.9

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	3.18	0.0	20.18	0.0	448.1	0.0	2.81	0.0	18.1
CHRYSLER	2	3.50	0.1	42.53	19.9	440.0	27.2	1.37	0.4	17.1
FORD	5	2.92	0.5	37.57	20.3	451.1	135.8	1.66	0.5	17.1
GENERAL MOTORS	11	3.35	1.2	41.04	18.3	501.9	60.5	1.45	0.7	15.4
IMPORTS	3	3.56	1.8	25.54	7.9	309.5	146.2	1.10	0.6	24.6
NO. OF CYL.										
2	1	1.52	0.0	21.89	0.0	478.2	0.0	0.38	0.0	17.2
4	3	3.85	1.3	26.62	7.4	230.9	11.1	1.56	0.2	31.1
6	1	1.92	0.0	26.94	0.0	357.3	0.0	0.96	0.0	21.9
8	17	3.37	1.0	40.73	18.4	500.2	53.8	1.59	0.7	15.4
DISPLACEMENT										
LESS THAN 151	4	3.27	1.6	25.44	6.5	292.7	124.0	1.27	0.6	25.9
151 - 250	1	1.92	0.0	26.94	0.0	357.3	0.0	0.96	0.0	21.9
251 - 350	12	3.24	0.9	41.03	15.2	475.6	40.9	1.48	0.8	16.1
MORE THAN 350	5	3.69	1.2	40.03	26.8	559.4	28.2	1.84	0.5	14.0
INERTIA WEIGHT										
1800 - 2799	4	3.27	1.6	25.44	6.5	292.7	124.0	1.27	0.6	25.9
2800 - 3799	3	2.74	0.7	29.26	10.4	403.2	45.4	1.67	1.0	19.4
3800 - 4799	12	3.25	1.0	40.17	19.3	502.2	47.7	1.33	0.6	15.4
4800 - 5799	3	4.01	0.8	49.86	17.8	542.0	45.3	2.32	0.1	14.0
ALL VEHICLES	22	3.29	1.1	37.32	17.5	456.0	107.4	1.50	0.7	16.9

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	CO2 IMPR	CO2 %IMPR	NOXC IMPR	NOXC %IMPR	FUEL ECONOMY IMPR	FUEL ECONOMY %IMPR
VEHICLE MFG.											
AMER. MOTORS	1	0.59	15.7	9.56	32.2	-42.6	-10.5	-0.46	-19.6	-1.00	-5.2
CHRYSLER	2	3.02	46.3	34.27	44.6	-77.1	-21.2	-0.03	-2.6	-0.46	-2.6
FORD	5	0.42	12.7	8.30	18.1	-24.1	-5.6	-0.05	-3.2	-0.33	-1.9
GENERAL MOTORS	11	0.12	3.4	15.19	27.0	-14.6	-3.0	-0.05	-3.7	0.25	1.7
IMPORTS	3	0.67	15.9	19.56	43.4	-36.9	-13.5	-0.05	-4.7	-0.28	-1.1
NO. OF CYL.											
2	1	4.04	72.6	39.37	64.3	-83.8	-21.2	-0.04	-11.3	-0.31	-1.8
4	3	-0.52	-15.6	6.47	19.6	-1.5	-0.6	-0.08	-5.7	0.75	2.5
6	1	0.00	0.1	7.00	20.6	19.7	5.2	0.16	13.9	1.54	7.6
8	17	0.56	14.3	16.45	28.8	-30.6	-6.5	-0.08	-5.3	-0.08	-0.5
DISPLACEMENT											
LESS THAN 151	4	0.62	15.9	14.70	36.6	-22.0	-8.1	-0.07	-6.1	0.23	0.9
151 - 250	1	0.00	0.1	7.00	20.6	19.7	5.2	0.16	13.9	1.54	7.6
251 - 350	12	0.90	21.7	24.21	37.1	-33.2	-7.5	-0.16	-12.4	0.22	1.4
MORE THAN 350	5	-0.24	-6.9	-2.18	-5.8	-24.4	-4.6	0.12	6.1	-0.66	-4.5
INERTIA WEIGHT											
1800 - 2799	4	0.62	15.9	14.70	36.6	-22.0	-8.1	-0.07	-6.1	0.23	0.9
2800 - 3799	3	0.36	11.5	19.66	40.2	-6.3	-1.6	-0.28	-19.9	1.03	5.6
3800 - 4799	12	0.81	19.9	16.62	29.3	-40.2	-8.7	0.05	3.7	-0.32	-2.0
4800 - 5799	3	-0.39	-10.9	9.41	15.9	0.2	0.0	-0.33	-16.5	0.30	2.2
ALL VEHICLES	22	0.55	14.3	15.70	29.6	-26.8	-6.2	-0.07	-4.7	-0.01	-0.1

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	1	2.39	0.0	13.90	0.0	331.2	0.0	4.57	0.0	24.6
FORD	2	3.48	0.0	53.43	9.8	486.8	4.7	1.65	1.2	15.3
GENERAL MOTORS	11	3.70	1.7	52.85	25.5	506.8	66.6	1.58	1.2	14.8
IMPORTS	2	2.33	1.4	41.72	7.1	298.7	97.6	1.36	0.1	23.9
NO. OF CYL.										
2	0									
4	2	2.33	1.4	41.72	7.1	298.7	97.6	1.36	0.1	23.9
6	1	2.39	0.0	13.90	0.0	331.2	0.0	4.57	0.0	24.6
8	13	3.67	1.6	52.94	23.5	503.7	61.3	1.59	1.1	14.8
DISPLACEMENT										
LESS THAN 151	2	2.33	1.4	41.72	7.1	298.7	97.6	1.36	0.1	23.9
151 - 250	1	2.39	0.0	13.90	0.0	331.2	0.0	4.57	0.0	24.6
251 - 350	6	3.86	2.0	53.28	20.1	461.6	45.7	1.34	0.8	15.9
MORE THAN 350	7	3.51	1.2	52.65	27.7	539.8	49.7	1.80	1.4	14.0
INERTIA WEIGHT										
1800 - 2799	1	3.29	0.0	46.75	0.0	229.7	0.0	1.40	0.0	28.3
2800 - 3799	3	2.10	0.6	36.15	22.0	374.8	47.4	2.24	2.0	20.3
3800 - 4799	10	3.79	1.8	45.89	19.1	498.4	57.1	1.83	1.2	15.2
4800 - 5799	2	3.65	0.6	85.76	25.6	569.7	22.3	0.76	0.0	12.4
ALL VEHICLES	16	3.42	1.5	49.10	23.4	467.3	99.0	1.75	1.3	16.0

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	1	1.99	0.0	16.78	0.0	350.5	0.0	3.29	0.0	23.2
FORD	2	2.91	0.7	35.86	1.8	548.1	71.2	2.29	1.1	14.5
GENERAL MOTORS	11	3.25	1.4	35.51	21.4	523.7	46.8	1.70	1.3	15.0
IMPORTS	2	2.13	1.6	26.28	12.7	292.9	94.8	1.47	0.1	26.0
NO. OF CYL.										
2	0									
4	2	2 13	1.6	26.28	12.7	292.9	94.8	1.47	0.1	26.0
6	1	1.99	0.0	16.78	0.0	350.5	0.0	3.29	0.0	23.2
8	13	3.20	1.3	35.57	19.5	527.4	48.3	1.79	1.2	15.0
DISPLACEMENT										
LESS THAN 151	2	2.13	1.6	26.28	12.7	292.9	94.8	1.47	0.1	26.0
151 - 250	1	1.99	0.0	16.78	0.0	350.5	0.0	3.29	0.0	23.2
251 - 350	6	2.95	0.9	28.39	12.3	488.7	18.8	1.50	0.7	16.4
MORE THAN 350	7	3.41	1.6	41.72	23.2	560.7	39.7	2.04	1.6	13.9
INERTIA WEIGHT										
1800 - 2799	1	3.28	0.0	35.23	0.0	225.8	0.0	1.57	0.0	30.4
2800 - 3799	3	1.68	0.6	27.05	17.3	395.8	70.4	1.81	1.3	20.0
3800 - 4799	10	3.30	1.4	27.84	13.5	522.9	44.4	2.04	1.3	15.4
4800 - 5799	2	3.23	0.7	68.48	4.7	575.6	52.7	1.02	0.3	12.8
ALL VEHICLES	16	2.99	1.3	33.23	18.6	487.1	100.7	1.84	1.2	16.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	0										
CHRYSLER	1	0.40	16.8	-2.87	-20.7	-19.3	-5.8	1.29	28.1	-1.45	-5.9
FORD	2	0.58	16.6	17.57	32.9	-61.3	-12.6	-0.64	-39.0	-0.79	-5.2
GENERAL MOTORS	11	0.45	12.2	17.34	32.8	-16.9	-3.3	-0.12	-7.6	0.30	2.0
IMPORTS	2	0.21	8.9	15.45	37.0	5.9	2.0	-0.11	-8.1	2.16	9.0
NO. OF CYL.											
2	0										
4	2	0.21	8.9	15.45	37.0	5.9	2.0	-0.11	-8.1	2.16	9.0
6	1	0.40	16.8	-2.87	-20.7	-19.3	-5.8	1.29	28.1	-1.45	-5.9
8	13	0.47	12.8	17.37	32.8	-23.7	-4.7	-0.20	-12.6	0.13	0.9
DISPLACEMENT											
LESS THAN 151	2	0.21	8.9	15.45	37.0	5.9	2.0	-0.11	-8.1	2.16	9.0
151 - 250	1	0.40	16.8	-2.87	-20.7	-19.3	-5.8	1.29	28.1	-1.45	-5.9
251 - 350	6	0.91	23.6	24.90	46.7	-27.0	-5.9	-0.16	-12.0	0.44	2.8
MORE THAN 350	7	0.09	2.7	10.92	20.7	-20.9	-3.9	-0.23	-12.9	-0.07	-0.5
INERTIA WEIGHT											
1800 - 2799	1	0.02	0.5	11.52	24.6	3.9	1.7	-0.16	-11.7	2.14	7.6
2800 - 3799	3	0.42	20.1	9.10	25.2	-21.0	-5.6	0.42	19.0	-0.25	-1.2
3800 - 4799	10	0.48	12.7	18.05	39.3	-24.5	-4.9	-0.21	-11.6	0.14	0.9
4800 - 5799	2	0.42	11.6	17.28	20.2	-5.9	-1.0	-0.26	-34.4	0.40	3.3
ALL VEHICLES	16	0.43	12.7	15.87	32.3	-19.7	-4.2	-0.10	-5.5	0.19	1.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	1	2.94	0.0	21.05	0.0	422.3	0.0	3.54	0.0	19.1
FORD	5	3.08	0.5	37.28	9.5	464.2	102.8	2.78	0.7	16.7
GENERAL MOTORS	6	3.85	1.3	71.55	36.1	464.7	76.4	1.76	1.2	15.1
IMPORTS	2	2.72	0.2	30.98	5.2	244.9	20.4	1.85	0.8	29.4
NO. OF CYL.										
2	0									
4	3	2.68	0.2	35.31	8.4	274.2	52.8	1.62	0.7	26.2
6	1	2.89	0.0	43.31	0.0	286.8	0.0	2.15	0.0	24.4
8	10	3.59	1.0	54.95	34.9	491.2	43.7	2.47	1.2	15.1
DISPLACEMENT										
LESS THAN 151	3	2.68	0.2	35.31	8.4	274.2	52.8	1.62	0.7	26.2
151 - 250	1	2.89	0.0	43.31	0.0	286.8	0.0	2.15	0.0	24.4
251 - 350	4	3.69	1.4	49.48	30.4	453.4	34.9	2.00	1.0	16.3
MORE THAN 350	6	3.53	0.9	58.60	40.0	516.4	28.4	2.79	1.3	14.3
INERTIA WEIGHT										
1800 - 2799	4	2.73	0.2	37.31	7.9	277.4	43.6	1.76	0.6	25.8
2800 - 3799	4	3.05	0.5	37.28	13.5	452.0	33.2	2.32	1.0	17.1
3800 - 4799	5	4.02	1.3	53.88	29.1	511.6	26.0	2.93	1.2	14.6
4800 - 5799	1	3.64	0.0	131.00	0.0	545.5	0.0	0.76	0.0	11.6
ALL VEHICLES	14	3.35	1.0	49.91	30.4	430.1	108.7	2.27	1.1	17.1

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	0									
CHRYSLER	1	3.33	0.0	46.62	0.0	407.0	0.0	2.84	0.0	18.1
FORD	5	2.62	0.6	26.78	14.7	507.7	113.8	2.87	1.1	15.9
GENERAL MOTORS	6	4.41	1.2	73.81	60.6	488.2	98.9	1.68	1.2	14.4
IMPORTS	2	2.83	0.9	31.12	6.6	239.6	8.3	1.75	0.8	29.8
NO. OF CYL.										
2	0									
4	3	4.05	2.2	43.11	21.3	262.5	40.1	1.46	0.8	25.9
6	1	2.46	0.0	22.08	0.0	319.5	0.0	4.29	0.0	24.5
8	10	3.39	0.9	53.42	51.8	524.7	62.4	2.21	1.1	14.3
DISPLACEMENT										
LESS THAN 151	3	4.05	2.2	43.11	21.3	262.5	40.1	1.46	0.8	25.9
151 - 250	1	2.46	0.0	22.08	0.0	319.5	0.0	4.29	0.0	24.5
251 - 350	4	3.72	0.9	44.46	23.1	484.6	74.4	1.90	0.7	15.7
MORE THAN 350	6	3.17	1.0	59.40	66.3	551.5	39.2	2.41	1.3	13.6
INERTIA WEIGHT										
1800 - 2799	4	3.65	2.0	37.85	20.3	276.7	43.4	2.17	1.6	25.5
2800 - 3799	4	3.17	0.3	29.61	14.5	463.5	47.3	2.10	0.7	17.1
3800 - 4799	5	3.37	1.3	45.07	22.9	568.7	27.8	2.64	1.1	13.7
4800 - 5799	1	4.41	0.0	190.46	0.0	549.7	0.0	0.51	0.0	10.3
ALL VEHICLES	14	3.47	1.2	48.97	44.8	453.9	129.0	2.20	1.2	16.4

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	CO2 IMPR	CO2 %IMPR	NOXC IMPR	NOXC %IMPR	FUEL ECONOMY IMPR	FUEL ECONOMY %IMPR
VEHICLE MFG.											
AMER. MOTORS	0										
CHRYSLER	1	-0.39	-13.2	-25.57	-121.5	15.3	3.6	0.70	19.9	-1.02	-5.3
FORD	5	0.46	15.1	10.50	28.2	-43.5	-9.4	-0.09	-3.1	-0.76	-4.6
GENERAL MOTORS	6	-0.56	-14.5	-2.26	-3.2	-23.5	-5.1	0.08	4.8	-0.70	-4.7
IMPORTS	2	-0.12	-4.3	-0.13	-0.4	5.3	2.2	0.09	5.0	0.47	1.6
NO. OF CYL.											
2	0										
4	3	-1.37	-51.0	-7.80	-22.1	11.7	4.3	0.16	10.1	-0.37	-1.4
6	1	0.43	14.8	21.23	49.0	-32.7	-11.4	-2.14	-99.5	0.14	0.6
8	10	0.20	5.6	1.53	2.8	-33.5	-6.8	0.26	10.6	-0.74	-4.9
DISPLACEMENT											
LESS THAN 151	3	-1.37	-51.0	-7.80	-22.1	11.7	4.3	0.16	10.1	-0.37	-1.4
151 - 250	1	0.43	14.8	21.23	49.0	-32.7	-11.4	-2.14	-99.5	0.14	0.6
251 - 350	4	-0.03	-0.9	5.01	10.1	-31.1	-6.9	0.10	4.8	-0.67	-4.1
MORE THAN 350	6	0.36	10.2	-0.80	-1.4	-35.1	-6.8	0.37	13.3	-0.77	-5.4
INERTIA WEIGHT											
1800 - 2799	4	-0.92	-33.6	-0.54	-1.5	0.6	0.2	-0.41	-23.5	-0.23	-0.9
2800 - 3799	4	-0.12	-3.9	7.67	20.6	-11.5	-2.5	0.22	9.6	0.01	0.0
3800 - 4799	5	0.65	16.3	8.81	16.3	-57.0	-11.1	0.29	10.0	-0.92	-6.3
4800 - 5799	1	-0.77	-21.2	-59.45	-45.4	-4.2	-0.8	0.26	33.5	-1.35	-11.6
ALL VEHICLES	14	-0.12	-3.5	0.94	1.9	-23.8	-5.5	0.07	3.0	-0.72	-4.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D	MEAN	S.D	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	6	1.26	0.5	12.21	9.8	399.5	70.5	3.18	1.5	21.0
CHRYSLER	15	2.37	1.0	40.32	28.2	458.0	76.0	2.05	0.7	16.8
FORD	25	1.51	1.8	33.50	48.4	527.7	91.9	1.14	0.4	15.2
GENERAL MOTORS	40	1.48	1.1	34.01	33.9	447.1	88.7	1.16	0.8	17.6
IMPORTS	26	1.64	1.8	22.78	18.5	334.2	101.9	1.24	0.7	23.7
NO. OF CYL.										
2	2	5.10	6.9	45.58	58.7	567.5	16.9	0.41	0.0	13.5
4	27	1.41	0.6	23.89	15.5	293.4	46.1	1.30	0.7	26.5
6	17	1.02	0.7	12.54	10.5	389.9	55.6	1.95	0.9	21.5
8	66	1.77	1.4	38.16	40.1	505.3	71.6	1.33	0.9	15.5
DISPLACEMENT										
LESS THAN 151	29	1.67	1.7	25.38	19.5	312.3	83.5	1.24	0.7	24.8
151 - 250	15	0.95	0.7	11.79	10.7	389.1	58.2	1.82	0.9	21.6
251 - 350	29	1.57	0.7	29.83	23.6	446.1	40.1	1.34	1.1	17.8
MORE THAN 350	39	1.91	1.8	43.34	47.7	543.7	63.9	1.41	0.9	14.4
INERTIA WEIGHT										
1800 - 2799	27	1.70	1.8	24.54	19.5	319.0	91.9	1.25	0.7	24.5
2800 - 3799	26	1.11	0.7	16.12	18.3	396.4	66.2	1.70	0.9	20.9
3800 - 4799	43	1.78	1.5	38.41	40.6	491.5	64.4	1.39	1.1	15.9
4800 - 5799	16	1.94	1.5	45.93	42.1	561.2	72.0	1.20	0.6	13.9
ALL VEHICLES	112	1.63	1.5	30.97	33.8	437.8	111.3	1.40	0.9	18.1

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	6	1.16	0.4	10.14	7.8	411.9	40.2	2.46	1.4	20.6
CHRYSLER	15	1.20	0.7	21.44	15.1	500.7	91.4	1.67	0.9	16.5
FORD	25	0.90	0.5	18.11	13.3	563.4	114.3	1.15	0.4	14.9
GENERAL MOTORS	40	0.97	0.6	20.11	18.4	465.9	93.5	1.08	0.7	17.7
IMPORTS	26	1.77	2.3	21.55	18.4	329.8	84.3	1.10	0.5	24.0
NO. OF CYL.										
2	2	6.78	8.3	35.19	37.1	434.1	102.8	0.51	0.1	17.4
4	27	1.30	0.6	20.35	15.9	304.2	51.6	1.10	0.5	26.1
6	17	0.76	0.5	9.28	7.0	401.6	45.2	1.45	0.6	21.2
8	66	1.07	0.6	21.54	17.1	535.9	87.4	1.29	0.9	15.5
DISPLACEMENT										
LESS THAN 151	29	1.68	2.2	21.37	17.2	313.2	63.0	1.06	0.5	25.2
151 - 250	15	0.69	0.4	9.04	7.3	401.3	47.4	1.33	0.5	21.2
251 - 350	29	1.05	0.4	17.89	14.9	457.9	37.0	1.29	1.0	18.1
MORE THAN 350	39	1.10	0.8	23.73	18.1	587.1	75.4	1.34	0.8	14.1
INERTIA WEIGHT										
1800 - 2799	27	1.72	2.3	19.63	13.7	315.6	69.1	1.08	0.5	25.2
2800 - 3799	26	0.81	0.4	11.73	16.1	409.7	56.1	1.31	0.6	20.6
3800 - 4799	43	1.09	0.6	21.81	15.1	525.7	88.1	1.41	1.0	15.8
4800 - 5799	16	1.14	0.8	26.66	21.1	593.7	70.7	1.03	0.4	13.9
ALL VEHICLES	112	1.18	1.3	19.64	16.5	457.8	123.9	1.25	0.8	18.0

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1 1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER MOTORS	6	0.10	7	2.07	16.9	-12.4	-3.1	0.72	22.7	-0.43	-2.0
CHRYSLER	15	1.17	49	18.88	46.8	-42.7	-9.3	0.38	18.8	-0.29	-1.7
FORD	25	0.61	40	15.40	46.0	-35.7	-6.8	-0.01	-1.0	-0.24	-1.6
GENERAL MOTORS	40	0.51	34	13.90	40.9	-18.8	-4.2	0.08	6.8	0.16	0.9
IMPORTS	26	-0.13	-7	1.23	5.4	4.4	1.3	0.14	11.5	0.38	1.6
NO. OF CYL.											
2	2	-1.68	-32	10.38	22.8	133.3	23.5	-0.10	-24.3	3.83	28.2
4	27	0.11	7	3.54	14.8	-10.8	-3.7	0.20	15.6	-0.38	-1.4
6	17	0.26	25	3.26	26.0	-11.7	-3.0	0.50	25.6	-0.29	-1.4
8	66	0.70	39	16.62	43.6	-30.6	-6.1	0.04	3.3	-0.06	-0.4
DISPLACEMENT											
LESS THAN 151	29	-0.01	-0	4.01	15.8	-0.8	-0.3	0.18	14.7	0.38	1.5
151 - 250	15	0.26	27	2.75	23.3	-12.2	-3.1	0.49	27.0	-0.36	-1.7
251 - 350	29	0.53	33	11.94	40.0	-11.8	-2.7	0.05	3.9	0.31	1.8
MORE THAN 350	39	0.81	42	19.61	45.2	-43.5	-8.0	0.06	4.6	-0.23	-1.6
INERTIA WEIGHT											
1800 - 2799	27	-0.01	-0	4.91	20.0	3.4	1.1	0.17	13.5	0.77	3.1
2800 - 3799	26	0.30	27	4.39	27.2	-13.2	-3.3	0.39	23.2	-0.26	-1.2
3800 - 4799	43	0.69	38	16.59	43.2	-34.2	-7.0	-0.02	-1.4	-0.17	-1.1
4800 - 5799	16	0.81	41	19.27	42.0	-32.5	-5.8	0.17	14.1	0.01	0.0
ALL VEHICLES	112	0.45	27	11.33	36.6	-20.0	-4.6	0.15	10.6	-0.03	-0.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	3.77	0.0	29.75	0.0	405.6	0.0	2.35	0.0	19.1
CHRYSLER	4	4.87	2.1	64.31	42.1	341.2	50.2	1.64	0.9	19.4
FORD	7	3.51	0.9	54.64	28.2	427.4	105.9	1.52	0.6	16.9
GENERAL MOTORS	13	3.42	0.9	60.33	28.0	478.4	91.5	1.42	0.7	15.2
IMPORTS	5	3.65	1.3	41.08	12.0	278.8	75.6	1.05	0.5	25.0
NO. OF CYL.										
2	1	5.56	0.0	61.26	0.0	394.5	0.0	0.35	0.0	17.5
4	6	2.93	0.8	35.28	6.6	253.9	35.7	1.43	0.4	27.9
6	4	2.84	0.7	47.00	10.1	333.6	29.7	1.50	0.7	21.3
8	19	4.00	1.2	63.06	31.6	480.2	72.2	1.49	0.7	15.0
DISPLACEMENT										
LESS THAN 151	7	3.31	1.2	38.99	11.5	274.0	62.3	1.28	0.6	25.7
151 - 250	4	2.84	0.7	47.00	10.1	333.6	29.7	1.50	0.7	21.3
251 - 350	12	4.14	1.3	65.24	28.0	442.4	53.1	1.32	0.7	15.9
MORE THAN 350	7	3.78	0.9	59.33	39.1	544.9	52.3	1.79	0.5	13.7
INERTIA WEIGHT										
1800 - 2799	7	3.31	1.2	38.99	11.5	274.0	62.3	1.28	0.6	25.7
2800 - 3799	6	3.12	0.7	50.14	19.2	358.0	44.3	1.51	0.8	19.9
3800 - 4799	12	4.06	1.4	56.79	27.6	462.0	62.1	1.38	0.7	15.7
4800 - 5799	5	4.00	0.6	80.77	38.9	553.1	50.3	1.73	0.7	12.8
ALL VEHICLES	30	3.69	1.2	55.31	27.8	412.5	112.3	1.44	0.7	17.4

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	3.18	0.0	20.18	0.0	448.1	0.0	2.81	0.0	18.1
CHRYSLER	4	2.88	0.7	39.50	13.6	398.1	50.8	1.55	0.5	18.9
FORD	7	3.02	0.6	41.93	18.8	455.5	129.3	1.50	0.6	16.7
GENERAL MOTORS	13	3.29	1.2	43.38	18.2	491.1	97.3	1.44	0.7	15.6
IMPORTS	5	3.14	1.4	27.57	10.0	303.3	104.3	1.08	0.5	24.9
NO. OF CYL.										
2	1	1.52	0.0	21.89	0.0	478.2	0.0	0.38	0.0	17.2
4	6	3.12	1.2	31.06	11.1	254.6	33.3	1.42	0.4	28.3
6	4	2.25	0.3	40.39	16.2	355.5	2.5	1.25	0.7	20.8
8	19	3.42	0.9	42.30	18.4	510.7	59.9	1.56	0.7	15.1
DISPLACEMENT										
LESS THAN 151	7	2.89	1.3	29.75	10.7	286.5	89.8	1.27	0.5	25.9
151 - 250	4	2.25	0.3	40.39	16.2	355.5	2.5	1.25	0.7	20.8
251 - 350	12	3.24	0.9	41.03	15.2	475.6	40.9	1.48	0.8	16.1
MORE THAN 350	7	3.74	1.0	44.48	24.1	570.8	31.9	1.70	0.5	13.6
INERTIA WEIGHT										
1800 - 2799	7	2.89	1.3	29.75	10.7	286.5	89.8	1.27	0.5	25.9
2800 - 3799	6	2.55	0.5	37.07	15.0	379.0	39.1	1.51	0.8	19.9
3800 - 4799	12	3.25	1.0	40.17	19.3	502.2	47.7	1.33	0.6	15.4
4800 - 5799	5	3.95	0.6	52.16	15.3	564.9	46.7	1.93	0.6	13.5
ALL VEHICLES	30	3.14	1.0	39.12	17.0	437.7	117.6	1.45	0.6	17.4

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	1	0.59	15.7	9.56	32.2	-42.6	-10.5	-0.46	-19.6	-1.00	-5.2
CHRYSLER	4	1.99	40.8	24.81	38.6	-56.9	-16.7	0.10	5.8	-0.48	-2.5
FORD	7	0.50	14.1	12.71	23.3	-28.1	-6.6	0.03	1.9	-0.21	-1.2
GENERAL MOTORS	13	0.14	4.0	16.95	28.1	-12.8	-2.7	-0.02	-1.6	0.38	2.5
IMPORTS	5	0.51	13.9	13.51	32.9	-24.5	-8.8	-0.03	-3.1	-0.12	-0.5
NO. OF CYL.											
2	1	4.04	72.6	39.37	64.3	-83.8	-21.2	-0.04	-11.3	-0.31	-1.8
4	6	-0.18	-6.3	4.23	12.0	-0.6	-0.3	0.01	0.8	0.48	1.7
6	4	0.60	21.0	6.61	14.1	-21.9	-6.6	0.25	16.8	-0.48	-2.3
8	19	0.58	14.5	20.76	32.9	-30.5	-6.4	-0.07	-4.8	0.10	0.7
DISPLACEMENT											
LESS THAN 151	7	0.42	12.7	9.25	23.7	-12.5	-4.6	0.00	0.3	0.25	1.0
151 - 250	4	0.60	21.0	6.61	14.1	-21.9	-6.6	0.25	16.8	-0.48	-2.3
251 - 350	12	0.90	21.7	24.21	37.1	-33.2	-7.5	-0.16	-12.4	0.22	1.4
MORE THAN 350	7	0.03	0.9	14.85	25.0	-25.9	-4.8	0.08	4.7	-0.05	-0.4
INERTIA WEIGHT											
1800 - 2799	7	0.42	12.7	9.25	23.7	-12.5	-4.6	0.00	0.3	0.25	1.0
2800 - 3799	6	0.57	18.4	13.07	26.1	-21.0	-5.9	0.00	0.2	0.06	0.3
3800 - 4799	12	0.81	19.9	16.62	29.3	-40.2	-8.7	0.05	3.7	-0.32	-2.0
4800 - 5799	5	0.05	1.2	28.62	35.4	-11.8	-2.1	-0.20	-11.5	0.65	5.1
ALL VEHICLES	30	0.54	14.8	16.19	29.3	-25.2	-6.1	-0.01	-0.8	0.07	0.4

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	2.66	0.0	21.47	0.0	324.0	0.0	5.55	0.0	24.2
CHRYSLER	3	3.26	0.8	53.01	35.3	335.4	63.4	3.26	1.4	20.7
FORD	6	4.23	1.9	74.03	34.5	405.2	96.1	1.69	0.9	16.6
GENERAL MOTORS	12	3.72	1.6	53.28	24.4	488.5	89.6	1.55	1.1	15.2
IMPORTS	5	3.17	1.4	43.97	18.7	279.2	57.4	1.06	0.3	24.8
NO. OF CYL.										
2	0									
4	7	3.22	1.2	45.71	16.2	275.1	49.2	1.23	0.5	24.9
6	3	2.87	0.6	32.70	26.3	309.8	31.0	4.52	1.0	24.0
8	17	3.96	1.7	62.69	29.9	480.3	71.4	1.60	1.0	15.0
DISPLACEMENT										
LESS THAN 151	7	3.22	1.2	45.71	16.2	275.1	49.2	1.23	0.5	24.9
151 - 250	3	2.87	0.6	32.70	26.3	309.8	31.0	4.52	1.0	24.0
251 - 350	8	3.93	1.7	60.49	21.6	441.6	54.5	1.29	0.7	16.2
MORE THAN 350	9	3.98	1.8	64.65	37.0	514.7	69.1	1.87	1.2	14.1
INERTIA WEIGHT										
1800 - 2799	6	3.52	0.9	47.22	17.2	259.7	30.0	1.22	0.5	25.7
2800 - 3799	6	2.83	1.1	45.74	26.2	347.4	50.7	2.71	2.1	20.7
3800 - 4799	13	4.07	1.9	58.05	31.5	479.8	63.3	1.87	1.0	15.2
4800 - 5799	2	3.65	0.6	85.76	25.6	569.7	22.3	0.76	0.0	12.4
ALL VEHICLES	27	3.64	1.5	54.96	28.0	408.1	114.3	1.83	1.3	17.5

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	2.38	0.0	20.16	0.0	366.2	0.0	2.18	0.0	21.9
CHRYSLER	3	2.37	0.4	26.96	9.6	363.9	68.0	3.03	0.5	21.5
FORD	6	3.10	0.9	38.07	10.1	460.1	117.4	2.34	1.0	16.8
GENERAL MOTORS	12	3.33	1.3	37.46	21.4	502.1	86.9	1.63	1.2	15.5
IMPORTS	5	3.14	2.3	35.75	15.6	282.5	51.4	1.17	0.3	25.9
NO. OF CYL.										
2	0									
4	7	3.24	1.9	35.61	16.3	274.5	44.5	1.27	0.5	26.0
6	3	2.27	0.2	24.23	10.1	340.1	32.6	2.94	0.7	23.0
8	17	3.19	1.2	36.22	17.9	512.6	51.4	1.94	1.2	15.3
DISPLACEMENT										
LESS THAN 151	7	3.24	1.9	35.61	16.3	274.5	44.5	1.27	0.5	26.0
151 - 250	3	2.27	0.2	24.23	10.1	340.1	32.6	2.94	0.7	23.0
251 - 350	8	2.90	0.8	29.48	10.8	477.2	26.7	1.53	0.7	16.7
MORE THAN 350	9	3.45	1.5	42.21	21.3	544.1	47.9	2.31	1.5	14.3
INERTIA WEIGHT										
1800 - 2799	6	3.62	1.8	38.66	15.6	260.3	26.0	1.25	0.5	26.7
2800 - 3799	6	2.12	0.6	29.04	12.7	384.1	65.1	1.96	1.2	20.3
3800 - 4799	13	3.30	1.3	30.35	14.4	510.6	46.6	2.26	1.2	15.6
4800 - 5799	2	3.23	0.7	68.48	4.7	575.6	52.7	1.02	0.3	12.8
ALL VEHICLES	27	3.10	1.3	34.73	16.8	431.7	118.6	1.88	1.1	17.9

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE EXHAUST EMKSSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	1	0.29	10.8	1.31	6.1	-42.2	-13.0	3.36	60.6	-2.34	-9.7
CHRYSLER	3	0.89	27.4	26.05	49.1	-28.5	-8.5	0.24	7.2	0.76	3.7
FORD	6	1.14	26.8	35.95	48.6	-54.9	-13.6	-0.64	-38.1	0.16	1.0
GENERAL MOTORS	12	0.39	10.5	15.82	29.7	-13.6	-2.8	-0.08	-5.4	0.33	2.2
IMPORTS	5	0.03	1.0	12.23	27.8	-3.3	-1.2	-0.11	-10.8	1.16	4.7
NO. OF CYL.											
2	0										
4	7	-0.03	-0.8	10.10	22.1	0.6	0.2	-0.04	-3.2	1.19	4.8
6	3	0.60	20.8	8.47	25.9	-30.3	-9.8	1.59	35.0	-0.94	-3.9
8	17	0.77	19.3	26.47	42.2	-32.3	-6.7	-0.34	-21.6	0.30	2.0
DISPLACEMENT											
LESS THAN 151	7	-0.03	-0.8	10.10	22.1	0.6	0.2	-0.04	-3.2	1.19	4.8
151 - 250	3	0.60	20.8	8.47	25.9	-30.3	-9.8	1.59	35.0	-0.94	-3.9
251 - 350	8	1.03	26.2	31.01	51.3	-35.6	-8.1	-0.24	-18.5	0.50	3.1
MORE THAN 350	9	0.53	13.3	22.44	34.7	-29.4	-5.7	-0.44	-23.5	0.17	1.2
INERTIA WEIGHT											
1800 - 2799	6	-0.10	-2.8	8.56	18.1	-0.7	-0.3	-0.04	-3.0	0.97	3.8
2800 - 3799	6	0.71	25.1	16.70	36.5	-36.7	-10.6	0.75	27.7	-0.39	-1.9
3800 - 4799	13	0.78	19.0	27.70	47.7	-30.8	-6.4	-0.39	-21.1	0.41	2.7
4800 - 5799	2	0.42	11.6	17.28	20.2	-5.9	-1.0	-0.26	-34.4	0.40	3.3
ALL VEHICLES	27	0.54	14.9	20.23	36.8	-23.6	-5.8	-0.05	-2.8	0.35	2.0

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1 1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	24.57	0.0	64.33	0.0	260.0	0.0	1.55	0.0	20.2
CHRYSLER	3	5.95	3.4	95.47	65.9	346.4	113.6	2.11	1.3	17.2
FORD	6	3.16	0.5	38.53	9.1	427.6	128.4	2.91	0.7	17.8
GENERAL MOTORS	11	4.32	1.1	70.12	32.9	443.4	71.4	1.92	1.1	15.6
IMPORTS	4	2.99	0.5	31.31	7.7	265.8	45.5	1.67	0.5	27.4
NO. OF CYL.										
2	0									
4	6	3.02	0.5	35.66	9.0	273.4	46.5	1.90	0.9	26.2
6	3	12.37	11.1	84.74	54.6	254.2	35.8	1.53	0.6	20.8
8	16	4.10	1.1	63.15	35.7	462.6	60.6	2.32	1.1	15.4
DISPLACEMENT										
LESS THAN 151	6	3.02	0.5	35.66	9.0	273.4	46.5	1.90	0.9	26.2
151 - 250	2	6.27	4.8	94.94	73.0	251.3	50.2	1.52	0.9	21.1
251 - 350	8	6.76	7.3	64.01	32.1	400.6	74.6	1.82	0.8	17.0
MORE THAN 350	9	4.02	1.1	62.51	38.6	495.3	45.8	2.68	1.1	14.6
INERTIA WEIGHT										
1800 - 2799	7	5.98	8.2	40.18	13.7	265.1	34.8	1.99	0.8	25.6
2800 - 3799	9	4.47	2.2	65.10	42.4	387.4	83.3	1.82	0.9	17.6
3800 - 4799	8	4.39	1.2	60.04	32.8	489.7	44.5	2.76	1.0	14.8
4800 - 5799	1	3.64	0.0	131.00	0.0	545.5	0.0	0.76	0.0	11.6
ALL VEHICLES	25	4.84	4.4	59.14	36.0	392.2	109.8	2.13	1.0	17.7

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1·1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	1.93	0.0	20.51	0.0	352.3	0.0	2.09	0.0	22.7
CHRYSLER	3	3.02	0.3	35.72	11.4	397.2	70.0	2.67	0.2	19.2
FORD	6	2.43	0.7	26.30	13.2	468.0	140.8	2.66	1.1	17.2
GENERAL MOTORS	11	3.80	1.3	57.01	47.9	486.4	74.9	1.91	1.1	15.1
IMPORTS	4	3.22	1.0	27.79	5.5	261.5	39.4	1.60	0.5	28.1
NO. OF CYL.										
2	0									
4	6	3.48	1.8	33.70	17.0	270.6	35.8	1.48	0.5	26.5
6	3	2.35	0.4	22.13	1.6	331.6	18.0	2.94	1.2	23.7
8	16	3.27	0.9	47.20	41.6	508.1	57.7	2.24	1.0	15.0
DISPLACEMENT										
LESS THAN 151	6	3.48	1.8	33.70	17.0	270.6	35.8	1.48	0.5	26.5
151 - 250	2	2.56	0.1	22.94	1.2	321.2	2.4	3.36	1.3	24.3
251 - 350	8	3.12	1.0	39.17	19.8	457.0	66.9	1.90	0.8	16.8
MORE THAN 350	9	3.26	0.9	51.37	54.0	536.3	43.1	2.51	1.0	14.1
INERTIA WEIGHT										
1800 - 2799	7	2.96	1.7	31.27	16.6	282.2	44.9	1.98	1.1	26.0
2800 - 3799	9	3.11	0.7	31.45	14.0	429.2	68.4	1.98	0.8	18.2
3800 - 4799	8	3.40	1.1	41.42	18.6	545.1	43.8	2.66	0.9	14.3
4800 - 5799	1	4.41	0.0	190.46	0.0	549.7	0.0	0.51	0.0	10.3
ALL VEHICLES	25	3.21	1.1	40.95	35.0	429.9	118.4	2.14	1.0	17.6

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	1	22.64	92.2	43.82	68.1	-92.2	-35.5	-0.54	-34.8	2.51	12.4
CHRYSLER	3	2.94	49.4	59.75	62.6	-50.8	-14.7	-0.56	-26.7	1.95	11.3
FORD	6	0.72	23.0	12.23	31.7	-40.4	-9.4	0.25	8.7	-0.65	-3.6
GENERAL MOTORS	11	0.52	12.0	13.11	18.7	-43.0	-9.7	0.01	0.5	-0.55	-3.5
IMPORTS	4	-0.23	-7.7	3.52	11.2	4.3	1.6	0.07	4.2	0.79	2.9
NO. OF CYL.											
2	0										
4	6	-0.46	-15.2	1.97	5.5	2.8	1.0	0.42	22.3	0.35	1.3
6	3	10.02	81.0	62.61	73.9	-77.3	-30.4	-1.41	-92.1	2.94	14.1
8	16	0.83	20.3	15.95	25.3	-45.5	-9.8	0.09	3.7	-0.46	-3.0
DISPLACEMENT											
LESS THAN 151	6	-0.46	-15.2	1.97	5.5	2.8	1.0	0.42	22.3	0.35	1.3
151 - 250	2	3.71	59.1	72.00	75.8	-69.9	-27.8	-1.84	-121.2	3.18	15.1
251 - 350	8	3.64	53.8	24.85	38.8	-56.4	-14.1	-0.09	-4.8	-0.19	-1.1
MORE THAN 350	9	0.76	18.9	11.13	17.8	-41.0	-8.3	0.17	6.3	-0.49	-3.4
INERTIA WEIGHT											
1800 - 2799	7	3.02	50.6	8.92	22.2	-17.1	-6.4	0.01	0.4	0.49	1.9
2800 - 3799	9	1.36	30.4	33.65	51.7	-41.8	-10.8	-0.15	-8.5	0.56	3.2
3800 - 4799	8	1.00	22.7	18.62	31.0	-55.4	-11.3	0.10	3.5	-0.55	-3.7
4800 - 5799	1	-0.77	-21.2	-59.45	-45.4	-4.2	-0.8	0.26	33.5	-1.35	-11.6
ALL VEHICLES	25	1.62	33.6	18.19	30.8	-37.7	-9.6	-0.01	-0.6	-0.14	-0.8

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	CO2 MEAN	CO2 S.D.	NOXC MEAN	NOXC S.D.	MPG MEAN
VEHICLE MFG.										
AMER. MOTORS	9	1.88	0.4	28.80	18.4	349.6	43.6	2.31	0.9	22.1
CHRYSLER	29	3.08	1.7	56.52	26.2	441.7	73.5	1.77	0.7	16.4
FORD	16	2.64	2.2	57.25	60.9	521.2	97.9	1.17	0.7	14.3
GENERAL MOTORS	56	2.93	1.6	62.81	30.3	422.0	85.3	0.92	0.4	16.7
IMPORTS	14	1.91	0.6	32.61	18.3	285.9	67.8	1.04	0.5	25.9
NO. OF CYL.										
2	0									
4	24	2.04	0.6	36.78	17.1	283.7	44.0	0.98	0.5	25.5
6	18	1.91	0.6	31.93	17.6	348.7	43.4	1.85	0.9	21.9
8	82	3.12	1.8	65.01	37.1	473.7	69.7	1.22	0.7	15.2
DISPLACEMENT										
LESS THAN 151	24	2.04	0.6	36.78	17.1	283.7	44.0	0.98	0.5	25.5
151 - 250	14	1.93	0.6	30.70	15.4	337.8	41.3	1.76	0.9	22.6
251 - 350	45	2.65	1.0	58.63	28.5	428.9	44.4	1.14	0.8	16.8
MORE THAN 350	41	3.52	2.3	69.19	44.3	514.5	67.2	1.40	0.7	14.0
INERTIA WEIGHT										
1800 - 2799	20	2.02	0.7	36.62	19.5	285.4	60.2	0.95	0.5	25.4
2800 - 3799	28	2.17	0.7	40.15	22.1	357.3	56.9	1.59	0.9	20.8
3800 - 4799	60	2.99	1.7	63.90	38.7	460.8	62.4	1.19	0.7	15.6
4800 - 5799	16	3.69	2.2	68.59	36.5	535.8	69.0	1.39	0.7	13.5
ALL VEHICLES	124	2.74	1.6	54.74	34.8	418.8	100.6	1.27	0.7	17.3

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	9	1.57	0.4	26.31	24.5	373.8	53.6	1.77	0.6	21.1
CHRYSLER	29	1.23	0.7	27.13	19.3	493.9	90.6	1.25	0.7	16.4
FORD	16	1.53	0.8	26.03	24.8	569.0	120.8	1.05	0.4	14.4
GENERAL MOTORS	56	1.46	0.8	33.61	24.6	460.2	86.3	0.74	0.4	17.1
IMPORTS	14	1.68	0.5	25.17	14.8	310.1	64.8	1.12	0.6	25.0
NO. OF CYL.										
2	0									
4	24	1.53	0.8	23.31	13.9	308.9	46.6	0.94	0.5	25.3
6	18	1.29	0.6	22.19	20.4	369.7	42.4	1.38	0.7	21.7
8	82	1.46	0.8	33.12	24.3	522.4	74.2	0.96	0.6	15.3
DISPLACEMENT										
LESS THAN 151	24	1.53	0.8	23.31	13.9	308.9	46.6	0.94	0.5	25.3
151 - 250	14	1.18	0.5	17.15	12.5	356.8	34.5	1.27	0.6	22.9
251 - 350	45	1.32	0.7	30.34	23.1	470.0	41.4	0.91	0.6	17.0
MORE THAN 350	41	1.63	0.8	36.83	26.0	569.4	72.2	1.09	0.6	14.0
INERTIA WEIGHT										
1800 - 2799	20	1.53	0.9	22.95	15.5	307.1	55.5	0.94	0.5	25.5
2800 - 3799	28	1.36	0.7	23.65	22.5	385.1	59.3	1.18	0.6	20.8
3800 - 4799	60	1.45	0.7	33.88	23.6	508.8	65.3	0.96	0.6	15.7
4800 - 5799	16	1.46	0.8	32.56	23.1	590.8	79.3	1.04	0.5	13.7
ALL VEHICLES	124	1.45	0.8	29.64	22.5	458.9	111.9	1.02	0.6	17.4

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	CO2 IMPR	CO2 %IMPR	NOXC IMPR	NOXC %IMPR	FUEL ECONOMY IMPR	FUEL ECONOMY %IMPR
VEHICLE MFG.											
AMER. MOTORS	9	0.31	16.4	2.49	8.6	-24.2	-6.9	0.54	23.5	-1.02	-4.6
CHRYSLER	29	1.86	60.2	29.39	52.0	-52.2	-11.8	0.53	29.6	-0.01	-0.0
FORD	16	1.10	41.9	31.22	54.5	-47.8	-9.2	0.11	9.7	0.11	0.8
GENERAL MOTORS	56	1.48	50.4	29.20	46.5	-38.2	-9.1	0.18	19.9	0.40	2.4
IMPORTS	14	0.23	12.0	7.44	22.8	-24.2	-8.4	-0.08	-8.1	-0.86	-3.3
NO. OF CYL.											
2	0										
4	24	0.51	25.0	13.47	36.6	-25.2	-8.9	0.04	4.2	-0.18	-0.7
6	18	0.62	32.5	9.73	30.5	-21.0	-6.0	0.47	25.5	-0.20	-0.9
8	82	1.67	53.4	31.88	49.0	-48.7	-10.3	0.26	21.5	0.18	1.2
DISPLACEMENT											
LESS THAN 151	24	0.51	25.0	13.47	36.6	-25.2	-8.9	0.04	4.2	-0.18	-0.7
151 - 250	14	0.76	39.2	13.55	44.1	-19.1	-5.6	0.48	27.4	0.27	1.2
251 - 350	45	1.33	50.2	28.29	48.3	-41.2	-9.6	0.23	19.9	0.24	1.4
MORE THAN 350	41	1.89	53.7	32.36	46.8	-54.9	-10.7	0.32	22.7	0.04	0.3
INERTIA WEIGHT											
1800 - 2799	20	0.48	23.9	13.67	37.3	-21.7	-7.6	0.00	0.5	0.10	0.4
2800 - 3799	28	0.80	37.0	16.50	41.1	-27.8	-7.8	0.41	25.6	0.03	0.1
3800 - 4799	60	1.54	51.6	30.02	47.0	-48.0	-10.4	0.23	19.5	0.11	0.7
4800 - 5799	16	2.22	60.3	36.03	52.5	-54.9	-10.3	0.35	25.3	0.18	1.3
ALL VEHICLES	124	1.29	47.2	25.11	45.9	-40.1	-9.6	0.25	19.7	0.12	0.7

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	3.15	0.0	43.88	0.0	337.8	0.0	1.20	0.0	21.3
CHRYSLER	6	3.35	2.0	40.37	12.3	425.7	94.3	2.12	0.6	17.8
FORD	8	3.35	0.8	43.15	15.7	403.7	130.4	1.28	0.8	18.4
GENERAL MOTORS	9	4.70	2.7	51.01	36.9	451.9	124.0	1.33	0.9	16.2
IMPORTS	7	2.03	0.6	30.85	10.9	291.6	59.1	1.22	0.4	25.6
NO. OF CYL.										
2	0									
4	12	2.41	0.8	36.62	12.8	282.7	47.6	1.10	0.4	25.5
6	5	2.56	0.4	41.62	13.5	346.7	11.6	1.58	0.8	21.1
8	14	4.63	2.3	47.06	31.0	507.4	65.6	1.69	0.8	14.9
DISPLACEMENT										
LESS THAN 151	12	2.41	0.8	36.62	12.8	282.7	47.6	1.10	0.4	25.5
151 - 250	5	2.56	0.4	41.62	13.5	346.7	11.6	1.58	0.8	21.1
251 - 350	8	4.89	2.8	46.81	40.8	473.7	51.8	1.42	0.9	15.8
MORE THAN 350	6	4.29	1.7	47.39	13.3	552.3	56.6	2.04	0.6	13.9
INERTIA WEIGHT										
1800 - 2799	10	2.38	0.8	34.57	14.6	294.9	67.3	1.20	0.5	24.9
2800 - 3799	11	3.42	2.5	50.61	32.6	354.7	60.9	1.20	0.7	19.9
3800 - 4799	7	4.88	1.8	36.42	12.6	514.3	34.1	2.12	0.8	15.1
4800 - 5799	3	3.64	0.4	49.67	15.5	593.0	21.3	1.54	0.4	13.0
ALL VEHICLES	31	3.44	2.0	42.14	22.9	394.5	118.5	1.44	0.7	18.8

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	1	1.01	24.3	16.68	27.5	10.1	2.9	-0.12	-11.5	1.85	9.5
CHRYSLER	6	0.85	20.3	24.96	38.2	-35.8	-9.2	0.38	15.0	0.22	1.2
FORD	8	1.20	26.4	20.69	32.4	-31.0	-8.3	0.09	6.3	0.20	1.1
GENERAL MOTORS	9	1.14	19.6	30.17	37.2	-33.0	-7.9	-0.14	-11.5	0.52	3.3
IMPORTS	7	0.94	31.6	13.15	29.9	-28.6	-10.9	0.09	6.6	-0.37	-1.4
NO. OF CYL.											
2	0										
4	12	0.95	28.2	13.11	26.4	-27.5	-10.8	0.09	7.8	-0.29	-1.1
6	5	0.89	25.9	11.38	21.5	-22.9	-7.1	0.13	7.5	-0.11	-0.5
8	14	1.20	20.5	34.39	42.2	-36.0	-7.6	0.03	1.8	0.53	3.7
DISPLACEMENT											
LESS THAN 151	12	0.95	28.2	13.11	26.4	-27.5	-10.8	0.09	7.8	-0.29	-1.1
151 - 250	5	0.89	25.9	11.38	21.5	-22.9	-7.1	0.13	7.5	-0.11	-0.5
251 - 350	8	1.64	25.1	26.72	36.3	-42.2	-9.8	0.22	13.6	0.14	0.9
MORE THAN 350	6	0.60	12.3	44.61	48.5	-27.8	-5.3	-0.22	-12.3	0.90	6.9
INERTIA WEIGHT											
1800 - 2799	10	1.23	34.1	9.86	22.2	-27.2	-10.2	0.25	17.4	-0.56	-2.2
2800 - 3799	11	1.28	27.2	12.56	19.9	-24.6	-7.4	0.22	15.6	-0.03	-0.2
3800 - 4799	7	0.64	11.6	46.29	56.0	-48.6	-10.4	-0.40	-23.4	0.64	4.5
4800 - 5799	3	0.60	14.2	44.94	47.5	-22.3	-3.9	0.01	0.8	0.89	7.4
ALL VEHICLES	31	1.05	23.4	22.44	34.7	-30.6	-8.4	0.07	4.7	0.31	1.7

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	1	4.16	0.0	60.56	0.0	347.9	0.0	1.07	0.0	19.5
CHRYSLER	6	4.20	1.3	65.33	20.5	389.9	85.0	2.50	0.7	17.5
FORD	8	4.55	1.1	63.84	26.8	372.7	138.1	1.37	0.7	18.2
GENERAL MOTORS	9	5.84	4.2	81.19	39.8	418.9	109.2	1.20	0.6	15.7
IMPORTS	7	2.96	0.8	44.00	15.1	263.0	30.5	1.31	0.7	26.0
NO. OF CYL.										
2	0									
4	12	3.36	1.2	49.73	18.4	255.2	25.5	1.19	0.7	25.8
6	5	3.46	0.5	53.00	6.1	323.8	14.8	1.71	0.8	21.2
8	14	5.82	3.2	81.44	34.5	471.3	64.8	1.72	0.9	14.4
DISPLACEMENT										
LESS THAN 151	12	3.36	1.2	49.73	18.4	255.2	25.5	1.19	0.7	25.8
151 - 250	5	3.46	0.5	53.00	6.1	323.8	14.8	1.71	0.8	21.2
251 - 350	8	6.53	4.1	73.53	41.4	431.5	36.1	1.65	1.1	15.6
MORE THAN 350	6	4.89	0.9	92.00	21.6	524.5	56.2	1.82	0.6	13.0
INERTIA WEIGHT										
1800 - 2799	10	3.61	1.5	44.43	19.5	267.7	49.1	1.45	0.8	25.4
2800 - 3799	11	4.70	3.9	63.17	26.3	330.1	62.8	1.43	1.0	20.0
3800 - 4799	7	5.52	0.7	82.71	28.9	465.7	29.1	1.72	0.7	14.5
4800 - 5799	3	4.24	0.6	94.61	33.5	570.7	30.7	1.55	0.5	12.1
ALL VEHICLES	31	4.49	2.5	64.58	29.8	363.9	111.7	1.51	0.8	18.5

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	5.89	4.6	54.76	47.1	394.3	99.4	3.21	3.3	17.8
CHRYSLER	13	5.05	3.8	72.95	32.4	386.4	76.6	1.83	1.2	17.2
FORD	14	4.56	2.0	79.72	33.1	389.8	76.8	1.34	0.7	16.8
GENERAL MOTORS	12	5.89	2.3	69.17	27.4	420.9	116.5	1.54	0.7	16.2
IMPORTS	12	3.97	1.7	43.35	19.3	260.3	37.3	0.99	0.3	26.0
NO. OF CYL.										
2	0									
4	17	3.92	1.5	47.31	18.0	260.9	33.6	1.09	0.4	25.5
6	7	3.07	0.3	48.92	25.5	314.7	24.1	2.82	1.9	22.1
8	29	5.91	3.0	81.98	30.9	441.5	63.8	1.42	0.7	15.1
DISPLACEMENT										
LESS THAN 151	17	3.92	1.5	47.31	18.0	260.9	33.6	1.09	0.4	25.5
151 - 250	7	3.07	0.3	48.92	25.5	314.7	24.1	2.82	1.9	22.1
251 - 350	17	5.63	2.3	75.65	29.1	407.9	46.9	1.37	0.7	16.3
MORE THAN 350	12	6.31	3.8	90.95	32.3	489.1	54.2	1.49	0.7	13.6
INERTIA WEIGHT										
1800 - 2799	15	3.71	1.3	44.93	17.4	260.6	34.1	1.07	0.4	25.9
2800 - 3799	19	4.85	2.4	59.26	23.5	353.3	62.1	1.86	1.4	19.2
3800 - 4799	14	5.83	3.6	86.83	30.4	442.7	50.5	1.66	0.7	14.9
4800 - 5799	5	6.03	2.1	101.72	35.2	524.5	51.3	0.96	0.3	12.6
ALL VEHICLES	53	4.90	2.6	66.49	31.4	366.8	98.7	1.50	1.0	18.2

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	2.93	0.8	17.52	3.7	411.2	63.7	2.46	0.4	19.8
CHRYSLER	13	4.20	3.7	51.20	34.8	422.0	90.5	1.69	1.0	17.2
FORD	14	3.72	1.6	43.50	18.1	433.8	112.4	1.59	0.9	17.3
GENERAL MOTORS	12	4.97	3.4	50.83	30.8	451.1	123.3	1.37	0.6	16.2
IMPORTS	12	3.51	1.9	36.32	12.9	267.8	34.8	0.91	0.2	26.4
NO. OF CYL.										
2	0									
4	17	3.38	1.6	38.15	13.0	266.9	30.9	1.09	0.5	26.3
6	7	2.64	0.4	36.60	17.2	341.5	29.3	1.95	0.9	21.8
8	29	4.77	3.3	50.02	31.6	485.6	73.9	1.53	0.9	15.3
DISPLACEMENT										
LESS THAN 151	17	3.38	1.6	38.15	13.0	266.9	30.9	1.09	0.5	26.3
151 - 250	7	2.64	0.4	36.60	17.2	341.5	29.3	1.95	0.9	21.8
251 - 350	17	4.22	2.0	44.58	30.5	443.1	40.4	1.40	0.8	16.9
MORE THAN 350	12	5.56	4.5	57.73	32.8	545.8	69.2	1.71	1.0	13.6
INERTIA WEIGHT										
1800 - 2799	15	3.33	1.7	37.25	11.9	269.4	32.1	1.02	0.4	26.2
2800 - 3799	19	3.43	1.5	36.87	18.1	382.5	72.2	1.56	0.8	19.7
3800 - 4799	14	4.94	3.7	56.91	34.7	479.5	57.8	1.84	1.1	15.2
4800 - 5799	5	6.03	4.4	59.86	37.7	597.5	59.1	1.17	0.2	12.5
ALL VEHICLES	53	4.04	2.7	44.44	25.7	396.4	116.9	1.45	0.8	18.5

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	2	2.96	50.2	37.24	68.0	-17.0	-4.3	0.75	23.3	2.02	11.4
CHRYSLER	13	0.85	16.8	21.75	29.8	-35.6	-9.2	0.14	7.6	0.04	0.2
FORD	14	0.84	18.4	36.22	45.4	-44.0	-11.3	-0.25	-18.3	0.51	3.0
GENERAL MOTORS	12	0.92	15.7	18.34	26.5	-30.3	-7.2	0.17	11.2	0.04	0.3
IMPORTS	12	0.46	11.5	7.03	16.2	-7.5	-2.9	0.08	7.7	0.39	1.5
NO. OF CYL.											
2	0										
4	17	0.54	13.7	9.16	19.4	-6.0	-2.3	-0.00	-0.4	0.77	3.0
6	7	0.43	14.1	12.32	25.2	-26.8	-8.5	0.87	30.8	-0.33	-1.5
8	29	1.14	19.3	31.96	39.0	-44.1	-10.0	-0.11	-7.7	0.25	1.7
DISPLACEMENT											
LESS THAN 151	17	0.54	13.7	9.16	19.4	-6.0	-2.3	-0.00	-0.4	0.77	3.0
151 - 250	7	0.43	14.1	12.32	25.2	-26.8	-8.5	0.87	30.8	-0.33	-1.5
251 - 350	17	1.41	25.1	31.07	41.1	-35.1	-8.6	-0.03	-2.0	0.56	3.4
MORE THAN 350	12	0.76	12.0	33.22	36.5	-56.7	-11.6	-0.22	-15.0	-0.04	-0.3
INERTIA WEIGHT											
1800 - 2799	15	0.38	10.3	7.68	17.1	-8.8	-3.4	0.06	5.2	0.35	1.3
2800 - 3799	19	1.42	29.3	22.39	37.8	-29.2	-8.3	0.29	15.7	0.45	2.3
3800 - 4799	14	0.90	15.4	29.92	34.5	-36.8	-8.3	-0.18	-10.6	0.33	2.2
4800 - 5799	5	0.00	0.0	41.86	41.2	-73.0	-13.9	-0.21	-22.1	-0.13	-1.0
ALL VEHICLES	53	0.85	17.4	22.05	33.2	-29.6	-8.1	0.05	3.6	0.30	1.6

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	14.99	13.5	58.59	8.1	274.2	20.0	1.42	0.2	21.4
CHRYSLER	10	6.24	2.6	92.07	33.8	344.0	83.0	1.80	0.7	17.5
FORD	14	4.97	1.9	47.80	25.6	358.8	119.1	2.57	0.9	19.7
GENERAL MOTORS	16	5.34	2.5	65.27	23.0	408.6	74.6	1.82	0.7	16.8
IMPORTS	8	3.11	0.7	32.34	13.1	263.9	41.1	1.76	0.8	27.3
NO. OF CYL.										
2	0									
4	14	3.37	0.9	34.30	11.6	254.7	37.7	2.08	1.0	27.8
6	8	7.85	7.1	75.67	31.8	275.4	34.2	1.62	0.7	21.2
8	28	5.80	2.4	68.73	30.3	424.7	65.3	2.07	0.8	16.1
DISPLACEMENT										
LESS THAN 151	14	3.37	0.9	34.30	11.6	254.7	37.7	2.08	1.0	27.8
151 - 250	7	5.47	2.3	77.29	34.0	277.6	36.4	1.63	0.8	21.3
251 - 350	17	7.02	5.2	68.51	24.6	387.3	61.8	1.85	0.7	17.2
MORE THAN 350	12	5.63	2.2	68.68	37.0	463.9	59.4	2.35	0.9	15.1
INERTIA WEIGHT										
1800 - 2799	17	4.96	5.2	42.91	21.1	256.3	32.1	1.94	1.0	26.1
2800 - 3799	19	5.90	2.6	65.31	32.2	366.1	81.8	1.89	0.7	18.2
3800 - 4799	13	5.47	2.1	73.90	32.6	451.2	48.6	2.21	0.9	15.2
4800 - 5799	1	4.71	0.0	79.01	0.0	481.3	0.0	2.44	0.0	14.3
ALL VEHICLES	50	5.45	3.6	60.20	30.9	353.2	97.8	2.00	0.8	19.1

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		MPG
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN
VEHICLE MFG.										
AMER. MOTORS	2	2.93	1.4	33.59	18.5	319.0	47.1	1.77	0.5	23.3
CHRYSLER	10	3.75	1.1	43.54	31.7	400.2	80.8	2.00	0.8	18.5
FORD	14	3.23	0.9	27.50	10.1	388.7	141.1	2.52	0.8	20.1
GENERAL MOTORS	16	3.61	2.0	38.19	16.4	460.6	74.5	1.70	0.7	16.7
IMPORTS	8	3.09	1.1	25.28	14.1	267.5	48.2	1.49	0.6	28.0
NO. OF CYL.										
2	0									
4	14	3.16	1.2	25.37	11.2	260.6	39.8	1.86	0.8	28.6
6	8	2.87	0.7	30.43	16.5	317.4	31.3	2.25	1.0	23.7
8	28	3.71	1.6	39.37	22.0	478.7	62.7	1.92	0.8	16.1
DISPLACEMENT										
LESS THAN 151	14	3.16	1.2	25.37	11.2	260.6	39.8	1.86	0.8	28.6
151 - 250	7	3.00	0.6	31.84	17.2	312.4	30.2	2.27	1.1	23.9
251 - 350	17	3.60	2.0	36.46	16.9	442.2	51.7	1.67	0.6	17.4
MORE THAN 350	12	3.72	1.1	41.91	28.0	519.9	57.6	2.29	0.9	14.9
INERTIA WEIGHT										
1800 - 2799	17	2.98	1.1	27.39	12.7	271.8	45.6	1.89	0.9	27.4
2800 - 3799	19	3.73	1.8	35.35	17.1	418.9	94.1	1.84	0.8	18.3
3800 - 4799	13	3.51	1.1	39.36	27.7	500.0	32.0	2.21	0.9	15.5
4800 - 5799	1	3.92	0.0	51.90	0.0	512.7	0.0	2.10	0.0	14.6
ALL VEHICLES	50	3.42	1.4	34.02	19.4	391.8	113.4	1.96	0.8	19.5

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

TABLE 19 CONT'D

SUMMARY OF FEDERAL SHORT TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF	HC		CO		CO2		NOXC		FUEL ECONOMY	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.											
AMER. MOTORS	2	12.06	80.5	24.99	42.7	-44.8	-16.3	-0.35	-24.3	1.84	8.6
CHRYSLER	10	2.49	39.9	48.53	52.7	-56.2	-16.3	-0.20	-10.9	1.02	5.8
FORD	14	1.74	35.0	20.29	42.5	-29.9	-8.3	0.05	2.1	0.33	1.7
GENERAL MOTORS	16	1.73	32.4	27.08	41.5	-52.0	-12.7	0.12	6.8	-0.12	-0.7
IMPORTS	8	0.02	0.6	7.07	21.8	-3.6	-1.4	0.27	15.2	0.66	2.4
NO. OF CYL.											
2	0										
4	14	0.21	6.2	8.93	26.0	-5.9	-2.3	0.21	10.3	0.79	2.8
6	8	4.99	63.5	45.24	59.8	-41.9	-15.2	-0.63	-38.6	2.54	12.0
8	28	2.08	36.0	29.36	42.7	-54.0	-12.7	0.15	7.3	-0.04	-0.2
DISPLACEMENT											
LESS THAN 151	14	0.21	6.2	8.93	26.0	-5.9	-2.3	0.21	10.3	0.79	2.8
151 - 250	7	2.46	45.1	45.45	58.8	-34.7	-12.5	-0.64	-39.1	2.55	12.0
251 - 350	17	3.41	48.6	32.05	46.8	-54.9	-14.2	0.18	9.7	0.21	1.2
MORE THAN 350	12	1.92	34.0	26.77	39.0	-55.9	-12.1	0.05	2.3	-0.20	-1.3
INERTIA WEIGHT											
1800 - 2799	17	1.98	39.9	15.53	36.2	-15.4	-6.0	0.05	2.7	1.23	4.7
2800 - 3799	19	2.17	36.8	29.95	45.9	-52.8	-14.4	0.05	2.8	0.04	0.2
3800 - 4799	13	1.96	35.8	34.54	46.7	-48.7	-10.8	0.00	0.0	0.31	2.1
4800 - 5799	1	0.79	16.7	27.12	34.3	-31.4	-6.5	0.34	14.0	0.32	2.3
ALL VEHICLES	50	2.02	37.2	26.18	43.5	-38.6	-10.9	0.04	2.2	0.37	2.0

EMISSION RESULTS IN GRAMS PER MILE

FUEL ECONOMY IN MILES PER GALLON

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

3.7.4 Two Speed Idle Test Results

Two Speed Idle emission test results for the Denver Inspection/ Maintenance Evaluation Task vehicles are presented on the eleven pages comprising Table 20 which follows. HC data are in ppm n-hexane (NDIR); CO are in mole percent (NDIR); and NO_x are in ppm (CL as NO).

TABLE 20

SUMMARY OF TWO SPEED IDLE TEST EXHAUST EMISSION RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

DENVER

MODEL YEAR	NO. OF VEH	2250 RPM NEUTRAL						IDLE NEUTRAL					
		HC		CO		NOX		HC		CO		NOX	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
1975 & 1976													
AMER. MOTORS	2	35	7	0.04	0.01	280.8	240.0	32	10	0.03	0.02	60.6	19.1
CHRYSLER	5	86	92	0.32	0.41	214.0	61.9	65	50	0.78	0.95	58.3	27.9
FORD	20	25	18	0.59	0.83	79.1	32.4	49	29	0.48	0.46	48.6	15.5
GENERAL MOTORS	27	48	47	0.81	1.25	145.5	94.5	44	29	0.21	0.49	66.5	28.7
IMPORTS	19	30	21	0.53	0.45	79.4	39.2	62	55	0.91	0.68	41.3	18.7
TOTAL	73	39	42	0.62	0.92	118.5	85.9	51	39	0.50	0.63	54.3	24.7
1974													
AMER. MOTORS	1	105	0	1.25	0.00	348.1	0.0	220	0	2.40	0.00	72.1	0.0
CHRYSLER	2	230	127	3.45	1.63	249.4	52.7	290	141	0.63	0.39	60.6	13.5
FORD	5	98	24	2.64	1.28	186.1	63.9	193	86	3.24	1.30	63.3	12.9
GENERAL MOTORS	11	205	435	1.56	1.65	132.2	74.9	120	55	1.86	1.31	49.8	16.5
IMPORTS	3	46	5	1.31	1.44	134.6	97.6	123	90	2.97	2.67	44.8	25.1
TOTAL	22	156	308	1.93	1.56	165.2	87.0	157	87	2.24	1.57	54.2	17.1
1973													
AMER. MOTORS	0												
CHRYSLER	1	75	0	0.28	0.00	871.0	0.0	165	0	2.50	0.00	64.1	0.0
FORD	2	112	10	1.95	0.78	275.2	132.0	207	60	3.50	0.42	55.1	11.3
GENERAL MOTORS	11	48	28	1.26	1.19	98.4	57.1	104	53	1.32	0.93	51.2	19.1
IMPORTS	2	67	67	1.92	0.67	117.2	66.5	115	120	3.60	2.69	64.1	7.1
TOTAL	16	60	36	1.37	1.09	171.1	204.9	122	66	1.95	1.44	54.1	16.8
1972													
AMER. MOTORS	0												
CHRYSLER	1	85	0	0.60	0.00	471.0	0.0	190	0	1.50	0.00	72.1	0.0
FORD	5	415	297	1.35	1.04	409.9	169.0	189	39	3.02	1.26	81.1	20.0
GENERAL MOTORS	6	48	38	1.88	1.66	133.6	57.1	155	79	3.27	2.01	42.4	17.7
IMPORTS	2	97	17	2.32	1.52	169.2	57.1	235	49	1.77	2.16	58.6	2.1
TOTAL	14	188	242	1.66	1.34	261.5	176.1	181	62	2.84	1.67	60.7	23.9
ALL VEHICLES	125	79	164	1.06	1.24	149.5	126.4	93	76	1.25	1.43	55.0	22.4

TABLE 20 CONT'D

SUMMARY OF TWO SPEED IDLE TEST EXHAUST EMISSION RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

		2250 RPM NEUTRAL						IDLE NEUTRAL					
MODEL	NO. OF	HC		CO		NOX		HC		CO		NOX	
YEAR	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
1975 & 1976													
AMER. MOTORS	2	72	38	0.02	0.02	274.4	220.1	65	7	0.02	0.02	57.6	7.8
CHRYSLER	5	71	111	0.47	0.53	192.7	136.9	53	43	0.66	0.88	67.1	24.3
FORD	20	17	6	0.30	0.22	85.6	36.0	39	21	0.29	0.22	57.2	27.7
GENERAL MOTORS	27	42	38	0.70	0.95	114.9	66.4	41	39	0.11	0.25	62.0	19.5
IMPORTS	19	40	44	0.52	0.40	73.8	30.5	183	445	0.77	0.69	47.3	18.6
TOTAL	73	38	44	0.51	0.65	105.9	74.9	79	233	0.37	0.53	57.1	22.4
1974													
AMER. MOTORS	1	90	0	1.50	0.00	307.2	0.0	140	0	1.40	0.00	106.1	0.0
CHRYSLER	2	137	74	2.50	0.99	276.4	72.4	120	42	0.72	0.67	71.6	9.2
FORD	5	84	33	2.60	1.28	164.1	54.1	149	66	1.69	1.26	69.5	12.8
GENERAL MOTORS	11	78	72	1.30	1.26	122.6	69.1	110	63	0.61	0.45	56.4	17.7
IMPORTS	3	91	77	0.53	0.59	135.6	88.2	430	447	1.37	1.20	49.1	14.2
TOTAL	22	87	62	1.61	1.30	156.2	83.4	165	183	1.01	0.89	62.0	19.0
1973													
AMER. MOTORS	0												
CHRYSLER	1	70	0	0.25	0.00	522.2	0.0	90	0	0.68	0.00	91.2	0.0
FORD	2	155	134	1.60	0.28	262.5	135.5	87	38	1.40	0.14	66.1	21.3
GENERAL MOTORS	11	49	30	0.99	0.83	114.5	36.2	84	41	0.53	0.26	54.4	10.8
IMPORTS	2	65	77	0.50	0.21	137.5	55.6	175	190	2.10	2.40	77.7	24.8
TOTAL	16	65	58	0.96	0.76	161.4	118.4	96	68	0.84	0.87	61.1	16.8
1972													
AMER. MOTORS	0												
CHRYSLER	1	65	0	0.90	0.00	378.8	0.0	150	0	4.70	0.00	63.1	0.0
FORD	5	65	41	0.96	0.50	349.6	121.6	107	73	0.81	0.62	92.4	36.0
GENERAL MOTORS	6	56	35	1.93	1.64	128.2	54.6	144	59	1.30	1.08	47.4	19.7
IMPORTS	2	110	42	2.45	2.05	133.9	53.6	295	77	2.45	0.21	41.3	13.0
TOTAL	14	67	38	1.59	1.34	226.0	139.0	152	86	1.53	1.30	63.7	32.8
ALL VEHICLES	125	53	52	0.88	1.01	135.3	98.8	104	199	0.67	0.85	59.2	22.5

TABLE 20 CONT'D

SUMMARY OF TWO SPEED IDLE TEST EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

DENVER

		2250 RPM NEUTRAL						IDLE NEUTRAL					
		HC		CO		NOX		HC		CO		NOX	
MODEL YEAR	NO. OF VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
1975 & 1976													
AMER. MOTORS	2	-37.5	-107	0.02	56.2	6	2.3	-32.5	-100	0.02	50.0	3	5.0
CHRYSLER	5	14.8	17	-0.15	-46.2	21	10.0	12.0	18	0.12	15.4	-8	-15.2
FORD	20	7.7	30	0.28	48.0	-6	-8.3	9.2	18	0.19	40.4	-8	-17.7
GENERAL MOTORS	27	5.7	11	0.11	13.5	30	21.0	3.5	7	0.10	47.6	4	6.8
IMPORTS	19	-10.8	-35	0.01	2.1	5	7.0	-121.2	-195	0.14	15.1	-5	-14.4
TOTAL	73	1.4	3	0.11	17.8	12	10.6	-27.8	-54	0.13	26.8	-2	-5.1
1974													
AMER. MOTORS	1	15.0	14	-0.25	-20.0	40	11.8	80.0	36	1.00	41.7	-33	-47.0
CHRYSLER	2	92.5	40	0.95	27.5	-27	-10.8	170.0	58	-0.10	-16.0	-11	-18.2
FORD	5	14.0	14	0.04	1.5	21	11.8	44.0	22	1.55	47.8	-6	-9.8
GENERAL MOTORS	11	126.8	61	0.26	16.5	9	7.3	9.1	7	1.25	67.2	-6	-13.2
IMPORTS	3	-45.0	-96	0.78	59.8	-0	-0.7	-306.7	-248	1.60	53.8	-4	-9.7
TOTAL	22	69.5	44	0.32	16.6	9	5.5	-8.2	-5	1.23	55.1	-7	-14.4
1973													
AMER. MOTORS	0												
CHRYSLER	1	5.0	6	0.03	10.7	348	40.1	75.0	45	1.82	72.8	-27	-42.2
FORD	2	-42.5	-37	0.35	17.9	12	4.6	120.0	57	2.10	60.0	-11	-20.0
GENERAL MOTORS	11	-1.4	-2	0.27	21.5	-16	-16.5	19.5	18	0.80	60.1	-3	-6.3
IMPORTS	2	2.5	3	1.42	73.8	-20	-17.4	-60.0	-52	1.50	41.7	-13	-21.1
TOTAL	16	-5.6	-9	0.41	29.9	9	5.7	25.6	20	1.11	56.9	-6	-12.9
1972													
AMER. MOTORS	0												
CHRYSLER	1	20.0	23	-0.30	-50.0	92	19.6	40.0	21	-3.20	-213.3	9	12.5
FORD	5	350.0	84	0.39	28.9	60	14.7	82.0	43	2.21	73.2	-11	-13.9
GENERAL MOTORS	6	-8.3	-17	-0.06	-3.1	5	4.1	11.7	7	1.97	60.2	-5	-11.8
IMPORTS	2	-12.5	-12	-0.13	-5.4	35	20.9	-60.0	-25	-0.68	-38.0	17	29.6
TOTAL	14	121.1	64	0.08	4.5	35	13.6	28.6	15	1.31	46.0	-3	-5.0
ALL VEHICLES	125	25.9	32	0.18	17.1	14	9.5	-11.2	-11	0.58	46.6	-4	-7.7

TABLE 20 CONT'D

SUMMARY OF TWO SPEED IDLE TEST EXHAUST EMISSIONS ON PHASE 1 PASSED VEHICLES

DENVER

MODEL YEAR	NO OF VEH	MODE	BEFORE MAINT TEST 1			MECH AS RECVD		MECH AFTER TUNE UP		AFTER MAINT TEST 2		
			HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
1975 & 1976												
AMER. MOTORS	2	2250(N)	35	0.04	280	32	0.00	30	0.00	72	0.02	274
		IDLE(N)	32	0.03	60	55	0.01	60	0.00	65	0.02	57
CHRYSLER	5	2250(N)	86	0.32	213	97	0.59	64	0.61	71	0.47	192
		IDLE(N)	65	0.78	58	200	0.50	155	0.31	53	0.66	67
FORD	20	2250(N)	25	0.59	79	48	0.40	35	0.20	17	0.30	85
		IDLE(N)	49	0.48	48	82	0.42	54	0.25	39	0.29	57
GENERAL MOTOR	27	2250(N)	48	0.81	145	139	0.33	60	0.20	42	0.70	114
		IDLE(N)	44	0.21	66	175	0.24	65	0.04	41	0.11	61
IMPORTS	19	2250(N)	30	0.53	79	66	0.87	53	0.36	40	0.52	73
		IDLE(N)	62	0.91	41	172	1.73	83	0.75	183	0.77	47
1974												
AMER. MOTORS	1	2250(N)	105	1.25	348	120	1.50	110	1.30	90	1.50	307
		IDLE(N)	220	2.40	72	180	1.10	250	0.50	140	1.40	106
CHRYSLER	2	2250(N)	230	3.45	249	175	2.60	100	1.60	137	2.50	276
		IDLE(N)	290	0.63	60	490	0.35	110	0.55	120	0.72	71
FORD	5	2250(N)	98	2.64	186	100	1.58	70	1.51	84	2.60	164
		IDLE(N)	193	3.24	63	242	2.68	124	0.78	149	1.69	69
GENERAL MOTOR	11	2250(N)	205	1.56	132	211	1.06	74	0.83	78	1.30	122
		IDLE(N)	120	1.86	49	127	1.95	107	0.29	110	0.61	56
IMPORTS	3	2250(N)	46	1.31	134	105	1.53	88	0.71	91	0.53	135
		IDLE(N)	123	2.97	44	196	2.80	180	1.62	430	1.37	49
1973												
AMER. MOTORS	0	2250(N)										
		IDLE(N)										
CHRYSLER	1	2250(N)	75	0.28	871	100	0.20	80	0.20	70	0.25	522
		IDLE(N)	165	2.50	64	170	2.00	70	0.50	90	0.68	91
FORD	2	2250(N)	112	1.95	275	80	1.05	125	0.90	155	1.60	262
		IDLE(N)	207	3.50	55	205	1.85	120	0.27	87	1.40	66
GENERAL MOTOR	11	2250(N)	48	1.26	98	49	0.62	60	0.68	49	0.99	114
		IDLE(N)	104	1.32	51	113	1.45	99	0.38	84	0.53	54
IMPORTS	2	2250(N)	67	1.92	117	90	1.35	60	0.80	65	0.50	137
		IDLE(N)	115	3.60	64	85	1.80	60	1.20	175	2.10	77
1972												
AMER. MOTORS	0	2250(N)										
		IDLE(N)										
CHRYSLER	1	2250(N)	85	0.60	470	60	0.15	50	0.15	65	0.90	378
		IDLE(N)	190	1.50	72	200	0.20	60	0.55	150	4.70	63
FORD	5	2250(N)	415	1.35	409	177	1.21	62	0.51	65	0.96	349
		IDLE(N)	189	3.02	81	295	2.61	137	0.52	107	0.81	92
GENERAL MOTOR	6	2250(N)	48	1.88	133	88	1.49	40	0.58	56	1.93	128
		IDLE(N)	155	3.27	42	216	4.27	100	1.12	144	1.30	47
IMPORTS	2	2250(N)	97	2.32	169	147	2.15	147	2.10	110	2.45	133
		IDLE(N)	235	1.77	58	302	1.40	190	2.70	295	2.45	41

EMISSION RESULTS ARE : HC PPM HEXANE, CO MOLE %, NOX PPM

TABLE 20 CONT'D

SUMMARY OF TWO SPEED IDLE TEST EXHAUST EMISSION RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

DENVER

MODEL YEAR	NO. OF VEH	2250 RPM NEUTRAL						IDLE NEUTRAL					
		HC		CO		NOX		HC		CO		NOX	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
1975 & 1976													
AMER. MOTORS	6	52	17	0.95	0.81	421.2	199.0	112	69	2.06	1.78	96.9	40.7
CHRYSLER	15	79	78	0.93	0.91	255.2	135.2	180	108	3.82	2.73	49.2	20.2
FORD	25	31	29	0.93	1.81	86.8	42.1	80	113	1.33	2.22	45.9	17.1
GENERAL MOTORS	40	79	69	1.61	1.86	134.5	86.7	112	123	1.35	2.00	61.2	27.6
IMPORTS	26	55	67	1.07	1.86	90.9	51.6	126	230	1.56	1.54	47.7	21.6
TOTAL	112	61	63	1.21	1.71	145.2	122.4	117	150	1.76	2.19	55.0	26.6
1974													
AMER. MOTORS	1	105	0	1.25	0.00	348.1	0.0	220	0	2.40	0.00	72.1	0.0
CHRYSLER	4	170	102	2.52	1.42	356.9	242.4	282	84	4.04	3.96	62.4	11.5
FORD	7	105	25	2.94	1.22	180.2	55.3	225	104	4.43	2.39	58.4	13.9
GENERAL MOTORS	13	196	398	1.93	1.78	185.8	214.0	134	64	2.62	2.23	53.6	19.4
IMPORTS	5	85	54	2.43	2.75	114.3	76.4	402	514	3.18	3.01	39.3	24.3
TOTAL	30	149	264	2.31	1.76	200.8	179.1	222	225	3.32	2.60	54.1	18.8
1973													
AMER. MOTORS	1	900	0	0.90	0.00	634.8	0.0	305	0	6.10	0.00	63.1	0.0
CHRYSLER	3	148	84	2.09	1.68	523.0	318.0	261	122	6.00	3.10	56.1	7.0
FORD	6	140	43	3.40	1.93	229.6	135.7	280	117	6.37	2.70	48.3	13.1
GENERAL MOTORS	12	56	40	1.53	1.47	101.7	55.7	117	68	1.76	1.76	53.4	19.8
IMPORTS	5	113	80	2.51	1.33	121.1	41.5	290	215	4.66	3.75	58.5	12.7
TOTAL	27	127	167	2.16	1.66	200.3	195.1	208	141	3.95	3.15	53.9	15.6
1972													
AMER. MOTORS	1	2000	0	3.60	0.00	450.5	0.0	2000	0	8.00	0.00	47.1	0.0
CHRYSLER	3	163	95	3.13	2.66	358.3	103.9	453	405	6.80	4.62	40.4	30.6
FORD	6	679	699	1.71	1.28	426.9	156.8	294	259	3.92	2.47	74.5	24.2
GENERAL MOTORS	11	74	59	2.22	1.70	154.3	58.6	365	338	5.04	2.87	43.2	17.5
IMPORTS	4	100	24	1.94	1.16	162.3	34.7	590	553	4.66	3.56	63.1	12.3
TOTAL	25	311	541	2.22	1.60	257.3	154.9	460	475	5.04	3.03	53.7	23.3
ALL VEHICLES	194	116	244	1.64	1.76	175.9	152.1	190	253	2.73	2.78	54.5	23.7

TABLE 20 CONT'D

SUMMARY OF TWO SPEED IDLE TEST EXHAUST EMISSION RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

MODEL YEAR	NO. OF VEH	2250 RPM NEUTRAL						IDLE NEUTRAL					
		HC		CO		NOX		HC		CO		NOX	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
1975 & 1976													
AMER. MOTORS	6	57	22	0.92	0.78	290.3	148.5	76	30	0.88	1.11	90.9	33.2
CHRYSLER	15	49	67	0.69	0.69	242.1	125.8	57	47	0.86	1.01	55.6	23.1
FORD	25	17	6	0.32	0.21	81.6	34.7	43	29	0.32	0.26	56.8	24.7
GENERAL MOTORS	40	60	47	1.20	1.33	113.9	61.2	50	64	0.22	0.49	61.6	21.1
IMPORTS	26	54	61	0.60	0.52	91.9	62.3	191	407	1.05	1.11	51.2	21.1
TOTAL	112	48	50	0.78	0.95	128.2	97.4	84	207	0.56	0.83	58.9	24.1
1974													
AMER. MOTORS	1	90	0	1.50	0.00	307.2	0.0	140	0	1.40	0.00	106.1	0.0
CHRYSLER	4	120	47	1.82	0.97	368.6	115.5	101	32	0.79	0.54	99.0	37.0
FORD	7	93	31	2.97	1.31	161.6	46.5	130	62	1.56	1.19	71.1	11.6
GENERAL MOTORS	13	83	69	1.55	1.33	154.8	135.3	114	60	0.89	0.88	61.6	23.2
IMPORTS	5	88	64	1.60	2.18	120.3	66.2	458	382	0.93	1.04	43.1	18.2
TOTAL	30	91	56	1.92	1.48	184.2	128.2	174	198	1.06	0.94	67.2	27.3
1973													
AMER. MOTORS	1	80	0	2.10	0.00	197.0	0.0	150	0	0.80	0.00	73.2	0.0
CHRYSLER	3	96	41	1.42	1.03	490.7	314.5	90	0	0.54	0.25	88.3	16.9
FORD	6	137	101	2.68	1.69	327.6	138.1	120	35	1.27	0.82	73.3	15.4
GENERAL MOTORS	12	55	35	1.34	1.45	116.6	35.2	89	43	0.67	0.54	57.2	14.2
IMPORTS	5	139	126	2.02	1.58	112.4	42.3	328	280	1.43	1.44	60.5	23.1
TOTAL	27	94	81	1.80	1.49	207.2	173.8	142	146	0.93	0.84	65.4	18.7
1972													
AMER. MOTORS	1	130	0	2.65	0.00	346.1	0.0	155	0	2.40	0.00	92.2	0.0
CHRYSLER	3	101	35	0.60	0.33	334.5	52.5	313	336	1.79	2.52	57.5	8.2
FORD	6	70	39	1.32	0.98	337.4	112.8	110	65	1.11	0.92	86.5	35.2
GENERAL MOTORS	11	50	27	1.82	1.39	150.2	72.1	163	128	1.49	1.12	62.0	27.9
IMPORTS	4	520	820	1.85	1.57	129.7	66.2	682	714	2.26	1.27	50.7	16.5
TOTAL	25	139	337	1.59	1.24	221.9	122.3	251	348	1.60	1.26	66.7	28.5
ALL VEHICLES	194	72	134	1.20	1.26	159.9	123.8	127	228	0.82	0.97	62.1	24.7

TABLE 20 CONT'D

SUMMARY OF TWO SPEED IDLE TEST EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

DENVER

MODEL YEAR	NO. OF VEH	---- 2250 RPM NEUTRAL ---- HC IMPR	%IMPR	CO IMPR	%IMPR	NOX IMPR	%IMPR	------ IDLE NEUTRAL ------ HC IMPR	%IMPR	CO IMPR	%IMPR	NOX IMPR	%IMPR
1975 & 1976													
AMER. MOTORS	6	-5.0	-9	0.03	3.4	130	31.1	35.8	31	1.18	57.1	6	6.3
CHRYSLER	15	29.3	36	0.23	25.3	13	5.1	123.0	68	2.96	77.6	-6	-13.0
FORD	25	13.4	42	0.61	65.9	5	5.9	36.9	45	1.00	75.6	-10	-23.7
GENERAL MOTORS	40	18.7	23	0.41	25.5	20	15.3	62.0	54	1.13	83.6	-0	-0.6
IMPORTS	26	1.9	3	0.46	43.5	-1	-1.2	-65.0	-51	0.52	33.0	-3	-7.3
TOTAL	112	13.8	22	0.42	35.2	17	11.7	33.7	28	1.21	68.4	-3	-7.1
1974													
AMER. MOTORS	1	15.0	14	-0.25	-20.0	40	11.8	80.0	36	1.00	41.7	-33	-47.0
CHRYSLER	4	50.0	29	0.70	27.7	-11	-3.3	181.2	64	3.25	80.5	-36	-58.6
FORD	7	11.4	10	-0.03	-1.0	18	10.3	94.3	41	2.87	64.7	-12	-21.8
GENERAL MOTORS	13	113.1	57	0.38	19.8	30	16.7	19.6	14	1.72	65.8	-8	-15.0
IMPORTS	5	-3.0	-3	0.83	34.2	-5	-5.2	-56.0	-13	2.25	70.7	-3	-9.7
TOTAL	30	58.3	38	0.38	16.6	16	8.2	48.0	21	2.26	68.1	-13	-24.2
1973													
AMER. MOTORS	1	820.0	91	-1.20	-133.3	437	69.0	155.0	50	5.30	86.9	-10	-15.9
CHRYSLER	3	51.7	34	0.68	32.3	32	6.2	171.7	65	5.46	90.9	-32	-57.3
FORD	6	2.5	1	0.72	21.1	-97	-42.7	160.0	56	5.10	80.1	-25	-51.9
GENERAL MOTORS	12	1.3	2	0.19	12.4	-14	-14.6	27.5	23	1.10	62.2	-3	-7.1
IMPORTS	5	-26.0	-23	0.49	19.4	8	7.2	-38.0	-13	3.23	69.3	-2	-3.4
TOTAL	27	32.4	25	0.36	16.8	-6	-3.5	65.6	31	3.02	76.4	-11	-21.5
1972													
AMER. MOTORS		,0.0	93	0.95	26.4	102	22.7	1845.0	92	5.60	70.0	-45	-95.7
CHRYSLER	3	61.7	37	2.53	80.9	23	6.7	140.0	30	5.01	73.6	-17	-42.1
FORD	6	609.2	89	0.39	22.9	89	21.0	184.2	62	2.81	71.7	-12	-16.2
GENERAL MOTORS	11	24.5	32	0.40	17.8	4	2.6	202.3	55	3.55	70.4	-18	-43.6
IMPORTS	4	-420.0	-419	0.08	4.3	32	20.1	-92.5	-15	2.40	51.5	12	19.7
TOTAL	25	172.0	55	0.62	28.1	35	13.8	209.0	45	3.44	68.3	-13	-24.3
ALL VEHICLES	194	43.6	37	0.44	26.5	15	9.1	62.9	32	1.91	69.9	-7	-13.9

TABLE 20 CONT'D

SUMMARY OF TWO SPEED IDLE TEST EXHAUST EMISSIONS ON ALL PHASE 1 VEHICLES

DENVER

MODEL YEAR	NO OF VEH	MODE	BEFORE MAINT TEST 1 HC	BEFORE MAINT TEST 1 CO	BEFORE MAINT TEST 1 NOX	MECH AS RECVD HC	MECH AS RECVD CO	MECH AFTER TUNE UP HC	MECH AFTER TUNE UP CO	AFTER MAINT TEST 2 HC	AFTER MAINT TEST 2 CO	AFTER MAINT TEST 2 NOX
1975 & 1976												
AMER. MOTORS	6	2250(N)	52	0.95	421	59	0.65	54	0.38	57	0.92	290
		IDLE(N)	112	2.06	96	123	1.50	107	0.37	76	0.88	90
CHRYSLER	15	2250(N)	79	0.93	255	146	1.24	65	0.50	49	0.69	242
		IDLE(N)	180	3.82	49	229	3.32	102	0.27	57	0.86	55
FORD	25	2250(N)	31	0.93	86	52	0.60	34	0.20	17	0.32	81
		IDLE(N)	80	1.33	45	103	1.12	56	0.24	43	0.32	56
GENERAL MOTOR	40	2250(N)	79	1.61	134	138	0.72	68	0.45	60	1.20	113
		IDLE(N)	112	1.35	61	203	0.92	73	0.06	50	0.22	61
IMPORTS	26	2250(N)	55	1.07	90	75	0.89	60	0.45	54	0.60	91
		IDLE(N)	126	1.56	47	170	1.82	86	0.88	191	1.05	51
1974												
AMER. MOTORS	1	2250(N)	105	1.25	348	120	1.50	110	1.30	90	1.50	307
		IDLE(N)	220	2.40	72	180	1.10	250	0.50	140	1.40	106
CHRYSLER	4	2250(N)	170	2.52	356	167	1.88	97	1.10	120	1.82	368
		IDLE(N)	282	4.04	62	405	3.52	92	0.52	101	0.79	98
FORD	7	2250(N)	105	2.94	180	110	2.47	90	2.09	93	2.97	161
		IDLE(N)	225	4.43	58	258	3.20	123	0.89	130	1.56	71
GENERAL MOTOR	13	2250(N)	196	1.93	185	195	1.12	83	0.95	83	1.55	154
		IDLE(N)	134	2.62	53	140	2.67	108	0.37	114	0.89	61
IMPORTS	5	2250(N)	85	2.43	114	111	2.40	95	1.48	88	1.60	120
		IDLE(N)	402	3.18	39	210	2.76	218	1.41	458	0.93	43
1973												
AMER. MOTORS	1	2250(N)	900	0.90	634	1350	0.80	40	1.00	80	2.10	196
		IDLE(N)	305	6.10	63	360	7.20	150	1.20	150	0.80	73
CHRYSLER	3	2250(N)	148	2.09	523	123	1.43	96	0.53	96	1.42	490
		IDLE(N)	261	6.00	56	250	3.24	90	0.32	90	0.54	88
FORD	6	2250(N)	140	3.40	229	140	2.78	136	2.00	137	2.68	327
		IDLE(N)	280	6.37	48	305	5.08	140	0.64	120	1.27	73
GENERAL MOTOR	12	2250(N)	56	1.53	101	60	0.98	66	0.92	55	1.34	116
		IDLE(N)	117	1.76	53	127	1.87	100	0.41	89	0.67	57
IMPORTS	5	2250(N)	113	2.51	121	126	2.42	118	1.80	139	2.02	112
		IDLE(N)	290	4.66	58	276	4.84	156	1.50	328	1.43	60
1972												
AMER. MOTORS	1	2250(N)	2000	3.60	450	2000	2.60	130	1.80	130	2.65	348
		IDLE(N)	2000	8.00	47	2000	7.00	140	1.00	155	2.40	92
CHRYSLER	3	2250(N)	163	3.13	358	273	3.38	93	0.67	101	0.60	334
		IDLE(N)	453	6.80	40	593	5.40	95	0.82	313	1.79	57
FORD	6	2250(N)	679	1.71	426	430	1.31	61	0.58	70	1.32	337
		IDLE(N)	294	3.92	74	322	3.31	130	0.60	110	1.11	86
GENERAL MOTOR	11	2250(N)	74	2.22	154	99	1.95	50	0.79	50	1.82	150
		IDLE(N)	365	5.04	43	328	5.22	141	1.14	163	1.49	62
IMPORTS	4	2250(N)	100	1.94	162	171	1.70	251	1.65	520	1.85	129
		IDLE(N)	590	4.66	63	588	3.35	177	2.32	682	2.26	50

EMISSION RESULTS ARE : HC PPM HEXANE, CO MOLE %, NOX PPM

TABLE 20 CONT'D

SUMMARY OF TWO SPEED IDLE TEST EXHAUST EMISSION RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

DENVER

MODEL YEAR	NO. OF VEH	2250 RPM NEUTRAL HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	IDLE NEUTRAL HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.
1975 & 1976													
AMER. MOTORS	9	62	22	2.07	1.54	323.4	214.0	145	67	3.70	2.19	84.1	43.0
CHRYSLER	29	119	169	1.20	1.15	268.1	138.9	264	188	5.57	2.27	42.7	15.4
FORD	16	53	49	1.68	2.43	87.1	43.4	174	201	3.25	3.13	37.0	14.7
GENERAL MOTORS	56	122	108	3.25	1.98	106.0	52.0	266	153	4.75	2.39	46.8	22.1
IMPORTS	14	121	80	3.16	2.72	113.4	59.3	273	298	4.21	2.28	57.8	24.6
TOTAL	124	108	115	2.47	2.12	158.1	127.1	246	187	4.61	2.52	48.5	24.7
1974													
AMER. MOTORS	1	90	0	4.00	0.00	126.3	0.0	460	0	9.80	0.00	24.0	0.0
CHRYSLER	6	472	753	1.65	0.49	386.4	233.6	321	167	6.30	2.13	50.3	19.5
FORD	8	399	649	3.74	2.71	235.7	214.9	311	162	6.09	3.08	44.3	16.9
GENERAL MOTORS	9	140	114	3.28	1.90	190.8	253.3	503	574	5.39	3.53	53.3	25.6
IMPORTS	7	142	78	4.17	3.05	89.6	35.8	474	422	4.34	4.22	42.1	30.7
TOTAL	31	270	469	3.31	2.32	215.3	217.6	410	377	5.65	3.31	46.9	23.1
1973													
AMER. MOTORS	2	465	615	0.70	0.28	351.5	400.7	240	91	5.65	0.64	43.6	27.6
CHRYSLER	13	328	381	2.93	1.94	287.1	190.5	392	492	5.03	2.83	46.0	15.4
FORD	14	237	277	4.00	1.73	168.6	100.5	463	460	7.19	1.92	49.4	15.4
GENERAL MOTORS	12	150	120	2.39	1.67	139.8	86.6	510	494	4.56	3.03	50.4	27.8
IMPORTS	12	154	102	3.18	2.11	107.3	26.8	578	365	5.52	3.27	42.8	20.1
TOTAL	53	229	269	3.06	1.93	184.2	146.1	474	442	5.63	2.83	47.1	19.7
1972													
AMER. MOTORS	2	1700	424	3.30	0.42	399.3	72.4	1750	353	5.00	4.24	66.5	27.4
CHRYSLER	10	297	427	3.00	1.56	272.4	82.3	472	399	7.37	2.16	34.9	14.8
FORD	14	595	652	2.82	1.91	235.0	156.0	693	549	5.36	3.50	50.6	21.9
GENERAL MOTORS	16	126	185	2.20	1.53	157.6	67.0	560	410	7.19	2.32	42.7	17.0
IMPORTS	8	144	49	2.67	1.54	144.1	69.8	510	375	6.94	1.99	51.9	16.7
TOTAL	50	357	525	2.65	1.61	209.7	118.0	619	494	6.59	2.74	45.8	19.2
ALL VEHICLES	258	201	330	2.73	2.03	180.3	144.2	385	376	5.33	2.82	47.5	22.5

TABLE 20 CONT'D

SUMMARY OF TWO SPEED IDLE TEST EXHAUST EMISSION RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

		2250 RPM NEUTRAL						IDLE NEUTRAL					
		HC		CO		NOX		HC		CO		NOX	
MODEL YEAR	NO. OF VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
1975 & 1976													
AMER. MOTORS	9	55	13	2.05	1.61	234.7	113.8	78	34	1.01	0.81	99.3	38.2
CHRYSLER	29	38	33	0.86	1.00	223.5	122.0	55	53	0.82	1.00	53.2	26.2
FORD	16	32	36	0.80	1.18	80.8	74.7	68	44	0.55	0.47	50.9	17.2
GENERAL MOTORS	56	89	99	2.37	1.79	100.4	56.7	68	88	0.58	1.12	66.7	33.2
IMPORTS	14	72	67	1.17	1.01	130.0	70.1	200	262	1.58	1.41	71.5	35.7
TOTAL	124	65	76	1.66	1.62	139.7	101.7	80	116	0.78	1.08	64.4	32.7
1974													
AMER. MOTORS	1	115	0	3.80	0.00	171.7	0.0	140	0	1.40	0.00	54.1	0.0
CHRYSLER	6	220	277	1.77	0.92	377.0	169.6	157	145	1.03	0.63	87.2	42.7
FORD	8	287	239	3.47	2.04	179.5	116.2	179	109	1.91	1.25	61.9	18.6
GENERAL MOTORS	9	103	66	2.09	1.70	159.3	152.0	361	616	1.27	1.49	60.2	23.8
IMPORTS	7	104	86	3.54	1.93	98.6	29.9	256	260	1.84	1.56	50.1	23.3
TOTAL	31	174	188	2.77	1.81	193.3	153.4	244	358	1.52	1.28	63.4	28.4
1973													
AMER. MOTORS	2	55	35	1.22	1.24	166.7	42.9	192	60	0.63	0.24	65.6	10.6
CHRYSLER	13	143	87	2.58	1.90	318.4	215.5	209	317	1.00	0.85	66.6	17.5
FORD	14	185	235	3.26	1.65	214.5	129.1	210	228	1.41	1.33	64.6	13.3
GENERAL MOTORS	12	120	79	2.51	1.45	127.3	47.6	558	766	1.14	0.77	82.7	38.7
IMPORTS	12	135	88	2.78	1.58	100.2	19.6	521	514	2.33	1.49	50.0	14.2
TOTAL	53	143	139	2.74	1.64	192.6	150.1	358	494	1.43	1.22	65.9	24.5
1972													
AMER. MOTORS	2	230	141	3.13	0.67	327.6	29.0	212	81	3.60	1.70	75.7	23.4
CHRYSLER	10	105	48	1.54	1.46	274.2	113.4	231	199	1.26	2.06	66.1	13.7
FORD	14	151	100	2.02	1.19	296.5	138.6	227	254	1.99	1.33	65.7	18.3
GENERAL MOTORS	16	97	137	2.31	1.23	142.3	60.2	220	197	2.11	1.61	61.7	23.2
IMPORTS	8	316	580	2.59	1.71	138.2	86.1	485	517	2.64	3.18	55.9	16.4
TOTAL	50	154	251	2.15	1.35	218.6	124.3	266	290	2.05	1.96	63.3	18.9
ALL VEHICLES	258	112	158	2.11	1.66	172.3	127.6	193	316	1.25	1.42	64.4	28.2

TABLE 20 CONT'D

SUMMARY OF TWO SPEED IDLE TEST EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

DENVER

MODEL YEAR	NO. OF VEH	2250 RPM NEUTRAL HC IMPR	%IMPR	CO IMPR	%IMPR	NOX IMPR	%IMPR	IDLE NEUTRAL HC IMPR	%IMPR	CO IMPR	%IMPR	NOX IMPR	%IMPR
1975 & 1976													
AMER. MOTORS	9	6.7	10	0.02	0.9	88	27.4	66.7	45	2.69	72.8	-15	-18.1
CHRYSLER	29	80.9	67	0.33	27.8	44	16.6	209.0	78	4.75	85.3	-10	-24.5
FORD	16	20.4	38	0.88	52.3	6	7.2	105.9	60	2.70	83.1	-13	-37.6
GENERAL MOTORS	56	33.2	27	0.87	26.9	5	5.3	198.0	74	4.18	87.8	-19	-42.5
IMPORTS	14	48.9	40	1.99	63.1	-16	-14.7	73.4	26	2.63	62.5	-13	-23.8
TOTAL	124	42.5	39	0.81	32.9	18	11.6	165.1	67	3.84	83.2	-15	-32.7
1974													
AMER. MOTORS	1	-25.0	-27	0.20	5.0	-45	-36.0	320.0	69	8.40	85.7	-30	-124
CHRYSLER	6	251.7	53	-0.12	-7.0	9	2.4	164.2	51	5.27	83.6	-36	-73.4
FORD	8	111.9	28	0.28	7.4	56	23.9	131.9	42	4.18	68.6	-17	-39.5
GENERAL MOTORS	9	36.1	25	1.19	36.3	31	16.5	142.2	28	4.12	76.4	-6	-12.9
IMPORTS	7	38.6	26	0.62	15.0	-9	-10.1	217.9	45	2.50	57.7	-8	-19.0
TOTAL	31	96.0	35	0.54	16.4	21	10.2	166.6	40	4.13	73.1	-16	-35.0
1973													
AMER. MOTORS	2	410.0	88	-0.52	-75.0	184	52.6	47.5	19	5.02	88.8	-22	-50.6
CHRYSLER	13	184.6	56	0.35	12.1	-31	-10.9	182.7	46	4.03	80.1	-20	-44.7
FORD	14	52.5	22	0.74	18.6	-45	-27.2	253.2	54	5.79	80.4	-15	-30.9
GENERAL MOTORS	12	30.4	20	-0.12	-5.0	12	9.0	-47.5	-9	3.42	75.1	-32	-64.0
IMPORTS	12	19.1	12	0.40	12.6	7	6.6	57.1	9	3.19	57.7	-7	-17.0
TOTAL	53	85.8	37	0.33	10.7	-8	-4.6	115.7	24	4.20	74.7	-18	-40.1
1972													
AMER. MOTORS	2	1470.0	86	0.18	5.3	71	17.9	1537.5	87	1.40	28.0	-9	-13.8
CHRYSLER	10	192.5	64	1.46	48.7	-1	-0.7	241.0	51	6.11	82.9	-31	-89.7
FORD	14	443.4	74	0.79	28.1	-61	-26.2	465.4	67	3.37	62.8	-15	-29.8
GENERAL MOTORS	16	29.1	22	-0.11	-5.1	15	9.7	339.7	60	5.08	70.6	-18	-44.4
IMPORTS	8	-172.5	-119	0.09	3.2	5	4.1	25.0	4	4.29	61.9	-4	-7.7
TOTAL	50	203.2	56	0.50	18.8	-8	-4.2	352.7	56	4.53	68.8	-17	-38.4
ALL VEHICLES	258	89.0	44	0.62	22.7	8	4.4	191.5	49	4.08	76.6	-16	-35.6

TABLE 20 CONT'D

SUMMARY OF TWO SPEED IDLE TEST EXHAUST EMISSIONS ON ALL FAILED VEHICLES

DENVER

MODEL YEAR	NO OF VEH	MODE	BEFORE MAINT TEST 1			MECH AS RECVD		MECH AFTER TUNE UP		AFTER MAINT TEST 2		
			HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
1975 & 1976												
AMER. MOTORS	9	2250(N)	62	2.07	323	93	1.06	75	1.30	55	2.05	234
		IDLE(N)	145	3.70	84	181	3.06	121	0.57	78	1.01	99
CHRYSLER	29	2250(N)	119	1.20	268	149	1.23	56	0.50	38	0.86	223
		IDLE(N)	264	5.57	42	376	5.23	72	0.23	55	0.82	53
FORD	16	2250(N)	53	1.68	87	92	1.47	45	0.62	32	0.80	80
		IDLE(N)	174	3.25	36	228	3.26	66	0.22	68	0.55	50
GENERAL MOTOR	56	2250(N)	122	3.25	105	148	2.19	82	1.25	89	2.37	100
		IDLE(N)	266	4.75	46	303	4.07	92	0.16	68	0.58	66
IMPORTS	14	2250(N)	121	3.16	113	113	2.04	85	1.32	72	1.17	130
		IDLE(N)	273	4.21	57	181	3.28	101	1.47	200	1.58	71
1974												
AMER. MOTORS	1	2250(N)	90	4.00	126	120	3.80	60	2.50	115	3.80	171
		IDLE(N)	460	9.80	24	700	10.00	140	1.50	140	1.40	54
CHRYSLER	6	2250(N)	472	1.65	386	299	2.28	138	1.20	220	1.77	376
		IDLE(N)	321	6.30	50	374	7.30	115	0.90	157	1.03	87
FORD	8	2250(N)	399	3.74	235	325	3.82	290	2.79	287	3.47	179
		IDLE(N)	311	6.09	44	353	5.50	188	0.98	179	1.91	61
GENERAL MOTOR	9	2250(N)	140	3.28	190	125	1.79	120	1.42	103	2.09	159
		IDLE(N)	503	5.39	53	608	5.33	363	0.76	361	1.27	60
IMPORTS	7	2250(N)	142	4.17	89	168	3.74	135	3.27	104	3.54	98
		IDLE(N)	474	4.34	42	291	4.53	220	1.61	256	1.84	50
1973												
AMER. MOTORS	2	2250(N)	465	0.70	351	695	0.55	50	0.70	55	1.22	166
		IDLE(N)	240	5.65	43	265	6.40	215	0.85	192	0.63	65
CHRYSLER	13	2250(N)	328	2.93	287	240	2.05	158	1.46	143	2.58	318
		IDLE(N)	392	5.03	46	415	4.65	220	0.55	209	1.00	66
FORD	14	2250(N)	237	4.00	168	213	3.14	192	2.48	185	3.26	214
		IDLE(N)	463	7.19	49	379	6.45	204	1.04	210	1.41	64
GENERAL MOTOR	12	2250(N)	150	2.39	139	179	2.63	103	2.31	120	2.51	127
		IDLE(N)	510	4.56	50	600	5.17	288	0.79	558	1.14	82
IMPORTS	12	2250(N)	154	3.18	107	285	3.18	153	2.62	135	2.78	100
		IDLE(N)	578	5.52	42	783	5.91	386	2.24	521	2.33	50
1972												
AMER. MOTORS	2	2250(N)	1700	3.30	399	1050	1.80	235	1.25	230	3.13	327
		IDLE(N)	1750	5.00	66	1650	4.75	180	1.05	212	3.60	75
CHRYSLER	10	2250(N)	297	3.00	272	256	3.01	119	1.19	105	1.54	274
		IDLE(N)	472	7.37	34	533	7.87	139	0.97	231	1.26	66
FORD	14	2250(N)	595	2.82	234	615	1.85	186	1.48	151	2.02	296
		IDLE(N)	693	5.36	50	748	4.17	251	1.31	227	1.99	65
GENERAL MOTOR	16	2250(N)	126	2.20	157	135	1.67	122	1.23	97	2.31	142
		IDLE(N)	560	7.19	42	447	6.28	265	1.13	220	2.11	61
IMPORTS	8	2250(N)	144	2.67	144	205	2.41	215	2.29	316	2.59	138
		IDLE(N)	510	6.94	51	603	6.47	351	1.75	485	2.64	55

EMISSION RESULTS ARE : HC PPM HEXANE, CO MOLE %, NOX PPM

3.7.5 Federal Three Mode Test Results and Converter Efficiency Test Results

Results from the Federal Three Mode Test are summarized in the 168 pages comprising Table 21 which follows. The latter part of Table 21 (beginning on page 3-354) contains summary data on the results of the Converter Efficiency Test. This latter part includes before and after converter emission data and emission improvement (reduction) data attributed to the catalytic converter.

TABLE 21

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

MODE : 50 MPH

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.									
AMER. MOTORS	2	45.0	21.2	0.07	0.04	1827.3	1498.3	2.40	0.85
CHRYSLER	5	64.0	40.1	1.07	0.74	1237.9	416.6	1.86	1.65
FORD	20	50.8	39.3	1.53	1.26	742.1	343.7	2.30	1.77
GENERAL MOTORS	27	86.9	46.6	1.96	1.54	879.6	367.8	1.08	1.24
IMPORTS	19	99.0	66.1	2.02	1.81	1063.2	610.8	2.77	1.45
NO. OF CYL.									
2	2	5.0	7.1	0.12	0.11	368.6	86.9	2.20	0.57
4	17	109.5	61.3	2.39	1.74	1158.1	590.8	2.88	1.61
6	11	71.1	50.8	1.93	1.62	830.1	525.1	1.48	1.17
8	43	69.7	44.4	1.52	1.34	908.8	453.0	1.69	1.61
DISPLACEMENT									
LESS THAN 151	19	98.5	66.6	2.15	1.79	1075.0	610.4	2.81	1.53
151 - 250	11	71.1	50.8	1.93	1.62	830.1	525.1	1.48	1.17
251 - 350	19	87.4	40.6	1.84	1.47	914.9	417.2	1.34	1.39
MORE THAN 350	24	55.7	43.0	1.27	1.19	904.0	488.4	1.96	1.75
INERTIA WEIGHT									
1800 - 2799	17	101.2	68.3	1.97	1.86	1116.6	624.5	2.77	1.47
2800 - 3799	19	73.3	43.4	1.83	1.57	807.2	444.0	2.01	1.52
3800 - 4799	27	75.6	49.4	1.74	1.40	970.9	515.9	1.56	1.67
4800 - 5799	10	49.8	33.3	1.23	1.09	810.2	305.0	1.45	1.41
ALL VEHICLES	73	77.4	52.7	1.74	1.51	940.2	508.3	1.95	1.60

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	2	45.0	7.1	0.05	0.07	1712.4	1379.3	2.30	0.14
CHRYSLER	5	57.0	41.8	1.14	1.36	858.0	475.8	2.02	1.79
FORD	20	35.5	24.8	1.03	0.70	643.9	337.3	2.26	1.38
GENERAL MOTORS	27	75.7	47.0	2.02	1.73	845.1	384.0	0.83	0.98
IMPORTS	19	90.0	64.2	2.10	1.86	949.3	545.6	2.71	1.34
NO. OF CYL.									
2	2	25.0	21.2	0.16	0.12	289.4	169.9	2.75	0.92
4	17	96.8	64.7	2.44	1.75	991.9	553.6	2.63	1.51
6	11	65.7	47.5	1.65	1.65	729.1	349.1	1.24	1.10
8	43	56.3	41.0	1.41	1.42	836.9	473.0	1.63	1.42
DISPLACEMENT									
LESS THAN 151	19	89.2	65.2	2.20	1.80	918.0	568.4	2.64	1.44
151 - 250	11	65.7	47.5	1.65	1.65	729.1	349.1	1.24	1.10
251 - 350	19	74.7	41.0	1.46	1.22	902.2	440.3	1.08	1.27
MORE THAN 350	24	41.8	35.4	1.37	1.58	785.2	500.6	2.06	1.41
INERTIA WEIGHT									
1800 - 2799	17	95.9	65.4	2.18	1.94	998.4	556.9	2.83	1.37
2800 - 3799	19	58.3	40.6	1.39	1.46	670.4	308.4	1.55	1.28
3800 - 4799	27	62.3	44.7	1.45	1.14	938.0	538.7	1.48	1.49
4800 - 5799	10	42.0	35.4	1.82	2.09	641.3	304.9	1.63	1.23
ALL VEHICLES	73	66.3	50.5	1.66	1.57	841.8	481.4	1.83	1.45

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	2	0.0	0.0	0.02	25.00	114.9	6.3	0.10	4.17
CHRYSLER	5	7.0	10.9	-0.07	-6.17	379.9	30.7	-0.16	-8.60
FORD	20	15.2	30.0	0.51	33.03	98.2	13.2	0.04	1.85
GENERAL MOTORS	27	11.1	12.8	-0.07	-3.50	34.5	3.9	0.25	23.29
IMPORTS	19	9.0	9.1	-0.08	-3.88	113.8	10.7	0.06	2.28
NO. OF CYL.									
2	2	-20.0	-400.0	-0.04	-32.00	79.2	21.5	-0.55	-25.00
4	17	12.7	11.6	-0.06	-2.37	166.2	14.4	0.25	8.59
6	11	5.5	7.7	0.27	14.09	101.0	12.2	0.24	16.31
8	43	13.4	19.2	0.11	6.96	71.9	7.9	0.06	3.45
DISPLACEMENT									
LESS THAN 151	19	9.3	9.4	-0.05	-2.55	157.1	14.6	0.16	5.82
151 - 250	11	5.5	7.7	0.27	14.09	101.0	12.2	0.24	16.31
251 - 350	19	12.6	14.5	0.37	20.26	12.7	1.4	0.26	19.22
MORE THAN 350	24	14.0	25.0	-0.11	-8.30	118.8	13.1	-0.10	-5.11
INERTIA WEIGHT									
1800 - 2799	17	5.4	5.3	-0.21	-10.59	118.2	10.6	-0.06	-2.12
2800 - 3799	19	15.0	20.5	0.43	23.80	136.8	16.9	0.46	22.88
3800 - 4799	27	13.2	17.5	0.28	16.39	33.0	3.4	0.09	5.45
4800 - 5799	10	7.8	15.7	-0.59	-47.93	168.8	20.8	-0.18	-12.41
ALL VEHICLES	73	11.1	14.4	0.09	5.10	98.4	10.5	0.11	5.81

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT´D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

MODE : 30 MPH

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	2	55.0	21.2	0.04	0.01	1417.6	1338.7	3.35	0.78
CHRYSLER	5	109.0	78.9	1.12	1.05	731.0	193.7	1.98	1.61
FORD	20	66.6	54.1	1.86	1.49	258.2	198.4	2.39	1.98
GENERAL MOTORS	27	77.2	60.5	1.19	1.39	613.9	471.7	1.37	1.64
IMPORTS	19	102.9	66.9	1.83	1.79	525.0	319.4	3.09	1.65
NO. OF CYL.									
2	2	5.0	7.1	0.05	0.00	96.9	23.7	1.70	0.00
4	17	117.1	58.4	2.11	1.82	597.8	306.5	3.32	1.80
6	11	61.8	57.4	0.88	1.18	751.5	450.9	2.34	1.42
8	43	77.9	59.7	1.48	1.42	455.4	462.6	1.74	1.81
DISPLACEMENT									
LESS THAN 151	19	105.3	65.4	1.90	1.83	545.0	329.4	3.15	1.77
151 - 250	11	61.8	57.4	0.88	1.18	751.5	450.9	2.34	1.42
251 - 350	19	103.7	68.5	1.67	1.71	505.8	444.3	1.29	1.61
MORE THAN 350	24	57.4	43.1	1.34	1.17	415.4	482.2	2.09	1.92
INERTIA WEIGHT									
1800 - 2799	17	107.6	68.6	1.82	1.87	561.9	315.1	3.10	1.64
2800 - 3799	19	85.3	66.0	1.25	1.58	641.8	411.8	2.71	1.72
3800 - 4799	27	78.6	58.8	1.61	1.41	492.9	557.6	1.51	1.81
4800 - 5799	10	45.5	27.7	1.14	1.05	314.8	175.3	1.53	1.63
ALL VEHICLES	73	82.6	61.8	1.50	1.52	523.3	437.1	2.19	1.83

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	2	60.0	0.0	0.02	0.02	1340.7	1201.1	3.00	0.28
CHRYSLER	5	71.0	58.6	1.19	1.50	483.7	295.2	1.66	1.57
FORD	20	60.8	51.0	1.88	2.01	241.3	188.4	2.14	1.46
GENERAL MOTORS	27	69.4	49.7	1.16	1.31	593.3	423.3	1.14	1.43
IMPORTS	19	86.1	69.0	1.14	0.77	453.1	291.0	3.03	1.66
NO. OF CYL.									
2	2	15.0	7.1	0.05	0.00	98.4	14.4	3.50	0.14
4	17	96.2	66.9	1.38	0.82	520.1	293.8	2.99	1.89
6	11	58.9	50.5	0.80	1.15	601.9	401.8	1.75	1.09
8	43	67.2	49.7	1.49	1.70	439.3	438.6	1.59	1.52
DISPLACEMENT									
LESS THAN 151	19	87.6	68.1	1.24	0.88	475.8	307.3	3.05	1.79
151 - 250	11	58.9	50.5	0.80	1.15	601.9	401.8	1.75	1.09
251 - 350	19	82.4	56.1	1.29	1.46	479.2	442.6	1.10	1.42
MORE THAN 350	24	55.1	41.2	1.65	1.88	407.8	442.4	1.98	1.51
INERTIA WEIGHT									
1800 - 2799	17	93.2	69.5	1.12	0.79	494.0	280.0	3.25	1.62
2800 - 3799	19	62.5	52.7	0.97	1.31	507.9	361.6	2.00	1.46
3800 - 4799	27	68.3	46.7	1.43	1.34	498.7	530.7	1.34	1.48
4800 - 5799	10	58.5	52.3	2.05	2.49	304.0	200.2	1.64	1.45
ALL VEHICLES	73	71.2	55.3	1.32	1.45	473.3	401.8	2.00	1.65

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	2	-5.0	-9.1	0.02	50.00	76.9	5.4	0.35	10.45
CHRYSLER	5	38.0	34.9	-0.07	-6.25	247.4	33.8	0.32	16.16
FORD	20	5.9	8.8	-0.03	-1.58	17.0	6.6	0.25	10.54
GENERAL MOTORS	27	7.8	10.1	0.03	2.44	20.6	3.4	0.23	16.49
IMPORTS	19	16.8	16.4	0.69	37.72	71.9	13.7	0.06	1.87
NO. OF CYL.									
2	2	-10.0	-200.0	0.00	0.00	-1.5	-1.5	-1.80	-105.88
4	17	20.9	17.8	0.73	34.60	77.6	13.0	0.32	9.75
6	11	3.0	4.8	0.08	8.65	149.5	19.9	0.59	25.10
8	43	10.7	13.7	-0.01	-0.46	16.0	3.5	0.14	8.30
DISPLACEMENT									
LESS THAN 151	19	17.6	16.7	0.65	34.50	69.3	12.7	0.10	3.18
151 - 250	11	3.0	4.8	0.08	8.65	149.5	19.9	0.59	25.10
251 - 350	19	21.3	20.6	0.38	22.53	26.6	5.3	0.19	15.04
MORE THAN 350	24	2.3	4.0	-0.31	-23.21	7.6	1.8	0.10	4.99
INERTIA WEIGHT									
1800 - 2799	17	14.4	13.4	0.70	38.47	68.0	12.1	-0.15	-4.74
2800 - 3799	19	22.8	26.7	0.28	22.13	133.9	20.9	0.71	26.17
3800 - 4799	27	10.4	13.2	0.18	11.27	-5.8	-1.2	0.17	11.52
4800 - 5799	10	-13.0	-28.6	-0.91	-79.13	10.8	3.4	-0.11	-7.19
ALL VEHICLES	73	11.3	13.7	0.18	11.84	50.0	9.6	0.20	9.08

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

MODE : IDLE (D)

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	2	52.5	24.7	0.04	0.01	134.1	96.1	3.75	1.20
CHRYSLER	4	152.5	105.3	0.67	0.78	74.6	26.5	2.90	1.78
FORD	17	137.6	98.6	2.86	2.57	75.2	30.4	3.14	2.88
GENERAL MOTORS	27	83.0	76.3	0.58	1.17	188.7	146.9	2.19	2.27
IMPORTS	6	145.8	85.3	3.08	0.55	44.3	19.5	4.00	2.66
NO. OF CYL.									
2	0								
4	6	152.5	78.5	2.94	0.87	49.4	20.6	5.08	2.51
6	7	118.6	109.1	0.89	1.52	283.8	206.0	2.64	2.52
8	43	102.9	86.7	1.44	2.12	114.5	87.0	2.48	2.34
DISPLACEMENT									
LESS THAN 151	6	152.5	78.5	2.94	0.87	49.4	20.6	5.08	2.51
151 - 250	7	118.6	109.1	0.89	1.52	283.8	206.0	2.64	2.52
251 - 350	19	100.8	90.5	1.07	1.73	147.4	115.2	1.82	1.76
MORE THAN 350	24	104.6	85.5	1.73	2.37	88.4	42.8	3.00	2.63
INERTIA WEIGHT									
1800 - 2799	4	183.7	79.4	3.40	0.14	45.6	24.4	4.22	2.69
2800 - 3799	15	122.7	103.3	1.27	1.89	190.5	179.4	3.46	2.52
3800 - 4799	27	94.3	77.1	1.38	1.87	119.2	92.9	2.24	2.26
4800 - 5799	10	105.0	92.7	1.57	2.67	94.6	39.3	2.63	2.76
ALL VEHICLES	56	110.2	88.6	1.53	2.00	128.7	119.8	2.78	2.47

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	2	70.0	14.1	0.02	0.02	84.2	8.5	3.40	1.84
CHRYSLER	4	61.2	73.5	0.36	0.63	92.8	40.4	4.15	3.92
FORD	17	78.8	34.9	1.33	1.14	101.2	52.6	4.08	1.77
GENERAL MOTORS	27	54.1	51.3	0.18	0.44	194.3	145.3	2.36	2.14
IMPORTS	6	340.0	523.6	2.23	2.96	57.8	54.0	4.35	2.97
NO. OF CYL.									
2	0								
4	6	343.3	521.3	2.23	2.96	65.7	53.8	5.20	2.75
6	7	80.0	92.6	0.48	0.81	153.0	124.2	2.46	2.01
8	43	60.6	37.1	0.60	0.95	148.5	122.3	3.12	2.27
DISPLACEMENT									
LESS THAN 151	6	343.3	521.3	2.23	2.96	65.7	53.8	5.20	2.75
151 - 250	7	80.0	92.6	0.48	0.81	153.0	124.2	2.46	2.01
251 - 350	19	52.1	36.3	0.30	0.63	207.6	161.1	2.41	2.53
MORE THAN 350	24	67.3	37.1	0.83	1.09	101.8	43.1	3.69	1.91
INERTIA WEIGHT									
1800 - 2799	4	150.0	64.8	1.17	1.49	74.5	60.5	4.62	3.34
2800 - 3799	15	166.7	347.9	1.07	2.03	153.9	162.1	3.95	2.74
3800 - 4799	27	57.6	35.6	0.49	0.91	158.7	112.7	2.49	2.01
4800 - 5799	10	57.0	32.7	0.85	1.05	96.1	41.6	3.76	1.80
ALL VEHICLES	56	93.3	185.4	0.76	1.35	140.2	118.6	3.26	2.36

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	2	-17.5	-33.3	0.02	56.25	49.9	37.2	0.35	9.33
CHRYSLER	4	91.2	59.8	0.31	46.84	-18.2	-24.4	-1.25	-43.10
FORD	17	58.8	42.7	1.53	53.54	-26.0	-34.6	-0.94	-29.96
GENERAL MOTORS	27	28.9	34.8	0.40	68.42	-5.6	-3.0	-0.18	-8.14
IMPORTS	6	-194.2	-133.1	0.85	27.57	-13.6	-30.7	-0.35	-8.75
NO. OF CYL.									
2	0								
4	6	-190.8	-125.1	0.71	24.08	-16.3	-32.9	-0.12	-2.30
6	7	38.6	32.5	0.40	45.65	130.9	46.1	0.19	7.03
8	43	42.3	41.1	0.84	58.48	-34.1	-29.8	-0.65	-26.10
DISPLACEMENT									
LESS THAN 151	6	-190.8	-125.1	0.71	24.08	-16.3	-32.9	-0.12	-2.30
151 - 250	7	38.6	32.5	0.40	45.65	130.9	46.1	0.19	7.03
251 - 350	19	48.7	48.3	0.77	71.84	-60.2	-40.8	-0.59	-32.46
MORE THAN 350	24	37.3	35.7	0.90	51.97	-13.4	-15.2	-0.69	-23.06
INERTIA WEIGHT									
1800 - 2799	4	33.7	18.4	2.23	65.44	-28.9	-63.4	-0.40	-9.47
2800 - 3799	15	-44.0	-35.9	0.20	15.58	36.6	19.2	-0.49	-14.26
3800 - 4799	27	36.7	38.9	0.89	64.59	-39.5	-33.1	-0.26	-11.42
4800 - 5799	10	48.0	45.7	0.73	46.12	-1.5	-1.6	-1.13	-42.97
ALL VEHICLES	56	16.9	15.3	0.77	50.46	-11.6	-9.0	-0.49	-17.49

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT´D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

MODE : IDLE (N)

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	2	44.0	8.5	0.04	0.01	56.6	12.0	5.10	1.27
CHRYSLER	5	90.0	78.5	1.32	1.72	50.7	15.0	2.46	1.76
FORD	20	74.6	52.5	1.11	1.24	42.9	11.2	5.00	3.10
GENERAL MOTORS	27	82.5	68.9	0.59	1.15	65.5	33.0	2.60	2.90
IMPORTS	19	188.4	446.3	1.83	2.56	44.9	14.6	4.48	2.19
NO. OF CYL.									
2	2	5.0	7.1	0.06	0.06	26.6	3.5	4.00	2.26
4	17	209.1	468.8	1.88	2.69	45.6	11.9	5.18	2.34
6	11	83.1	71.5	0.97	1.34	67.7	32.4	3.98	3.17
8	43	78.1	60.1	0.85	1.23	52.9	24.7	3.21	2.88
DISPLACEMENT									
LESS THAN 151	19	187.6	446.6	1.69	2.60	43.6	12.7	5.05	2.30
151 - 250	11	83.1	71.5	0.97	1.34	67.7	32.4	3.98	3.17
251 - 350	19	87.9	75.1	0.94	1.44	58.7	32.1	2.21	2.33
MORE THAN 350	24	70.3	45.1	0.78	1.06	48.3	15.9	4.01	3.07
INERTIA WEIGHT									
1800 - 2799	17	205.9	470.1	1.94	2.69	46.3	14.9	4.56	2.15
2800 - 3799	19	81.8	72.1	0.88	1.35	58.1	27.6	4.68	3.09
3800 - 4799	27	79.0	59.8	0.86	1.25	52.0	29.0	2.89	2.79
4800 - 5799	10	65.0	45.7	0.67	0.94	55.2	16.9	3.36	3.22
ALL VEHICLES	73	107.4	234.5	1.09	1.72	52.7	24.5	3.81	2.86

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	2	72.5	17.7	0.02	0.02	50.6	3.5	4.45	1.20
CHRYSLER	5	69.0	58.4	0.97	1.46	53.5	19.2	2.54	1.84
FORD	20	50.1	30.4	0.80	1.03	49.5	12.2	5.73	2.24
GENERAL MOTORS	27	67.4	68.7	0.26	0.55	57.9	24.0	2.70	2.64
IMPORTS	19	132.4	131.0	1.25	1.72	48.6	18.7	4.33	2.61
NO. OF CYL.									
2	2	130.0	169.7	0.27	0.32	27.6	0.7	5.10	3.82
4	17	132.1	132.7	1.30	1.81	48.9	15.4	4.71	2.63
6	11	61.5	57.4	0.60	1.01	50.5	21.7	3.98	3.40
8	43	61.5	54.6	0.52	0.86	55.9	19.7	3.66	2.56
DISPLACEMENT									
LESS THAN 151	19	131.8	131.3	1.20	1.74	46.6	16.0	4.75	2.64
151 - 250	11	61.5	57.4	0.60	1.01	50.5	21.7	3.98	3.40
251 - 350	19	61.6	43.5	0.36	0.69	62.4	25.2	2.56	2.42
MORE THAN 350	24	61.5	63.0	0.64	0.97	50.7	12.3	4.53	2.36
INERTIA WEIGHT									
1800 - 2799	17	130.6	132.0	0.95	0.95	51.0	18.0	4.47	2.70
2800 - 3799	19	73.8	69.8	0.88	1.79	46.7	17.3	4.68	3.07
3800 - 4799	27	52.4	36.3	0.46	0.93	59.2	21.8	3.06	2.59
4800 - 5799	10	79.0	90.1	0.62	0.71	48.9	14.5	4.38	1.95
ALL VEHICLES	73	79.8	86.5	0.71	1.19	52.7	19.3	3.99	2.72

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	2	-28.5	-64.8	0.02	56.25	6.0	10.6	0.65	12.75
CHRYSLER	5	21.0	23.3	0.35	26.44	-2.8	-5.5	-0.08	-3.25
FORD	20	24.5	32.9	0.31	27.89	-6.5	-15.2	-0.73	-14.60
GENERAL MOTORS	27	15.1	18.3	0.33	55.94	7.7	11.7	-0.10	-3.70
IMPORTS	19	56.1	29.7	0.58	31.78	-3.7	-8.2	0.15	3.40
NO. OF CYL.									
2	2	-125.0	-2500.0	-0.21	-358.33	-1.0	-3.8	-1.10	-27.50
4	17	77.1	36.8	0.58	30.78	-3.3	-7.2	0.47	9.09
6	11	21.6	26.0	0.37	38.50	17.3	25.5	0.00	0.00
8	43	16.6	21.2	0.33	39.21	-3.0	-5.6	-0.45	-13.89
DISPLACEMENT									
LESS THAN 151	19	55.8	29.7	0.50	29.33	-3.1	-7.0	0.31	6.04
151 - 250	11	21.6	26.0	0.37	38.50	17.3	25.5	0.00	0.00
251 - 350	19	26.3	29.9	0.58	61.55	-3.8	-6.5	-0.36	-16.23
MORE THAN 350	24	8.9	12.6	0.14	17.85	-2.3	-4.8	-0.52	-12.88
INERTIA WEIGHT									
1800 - 2799	17	75.3	36.6	0.99	51.26	-4.7	-10.2	0.09	1.94
2800 - 3799	19	8.0	9.8	-0.00	-0.36	11.4	19.6	0.01	0.11
3800 - 4799	27	26.6	33.7	0.39	45.76	-7.2	-13.9	-0.18	-6.16
4800 - 5799	10	-14.0	-21.5	0.05	7.46	6.3	11.4	-1.02	-30.36
ALL VEHICLES	73	27.5	25.7	0.38	35.12	0.1	0.1	-0.18	-4.82

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

MODE : 50 MPH

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	6	70.8	35.8	0.77	0.64	1923.9	850.6	1.42	0.88
CHRYSLER	15	93.3	49.5	2.29	1.77	1024.9	501.3	1.40	1.73
FORD	25	62.2	52.3	1.71	1.71	779.3	383.5	2.23	1.71
GENERAL MOTORS	40	95.0	62.7	2.39	2.07	775.3	392.2	0.82	1.09
IMPORTS	26	107.3	65.6	2.17	1.90	1213.8	745.1	2.60	1.53
NO. OF CYL.									
2	2	5.0	7.1	0.12	0.11	368.6	86.9	2.20	0.57
4	27	104.5	58.1	2.16	1.61	1271.4	691.4	2.41	1.71
6	17	80.7	56.2	1.88	1.79	1072.9	729.4	1.26	0.98
8	66	87.4	60.4	2.17	2.02	843.4	474.8	1.44	1.61
DISPLACEMENT									
LESS THAN 151	29	97.6	61.6	2.02	1.64	1209.1	705.9	2.40	1.65
151 - 250	15	83.2	58.3	1.97	1.89	985.3	679.1	1.32	1.03
251 - 350	29	92.4	50.7	2.03	1.66	928.0	562.0	1.04	1.22
MORE THAN 350	39	82.4	66.2	2.23	2.23	826.0	465.7	1.70	1.78
INERTIA WEIGHT									
1800 - 2799	27	106.5	64.2	2.08	1.86	1239.9	720.0	2.36	1.60
2800 - 3799	26	72.6	40.6	1.53	1.44	955.4	630.3	1.69	1.41
3800 - 4799	43	92.1	59.6	2.37	1.81	926.9	519.7	1.34	1.59
4800 - 5799	16	78.0	74.0	2.25	2.59	674.6	347.4	1.27	1.62
ALL VEHICLES	112	89.0	59.8	2.09	1.88	973.0	600.4	1.66	1.59

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.									
AMER. MOTORS	6	53.2	21.0	1.19	1.10	1402.9	729.1	1.67	1.18
CHRYSLER	15	78.0	44.7	2.19	1.82	820.8	410.4	1.05	1.42
FORD	25	45.2	41.9	1.22	1.12	635.6	319.3	2.20	1.35
GENERAL MOTORS	40	88.0	65.1	2.46	2.03	785.1	385.8	0.62	0.86
IMPORTS	26	93.2	63.8	2.08	1.98	1101.9	743.3	2.58	1.35
NO. OF CYL.									
2	2	25.0	21.2	0.16	0.12	289.4	169.9	2.75	0.92
4	27	93.3	62.8	2.31	1.89	1115.9	737.5	2.22	1.58
6	17	61.1	40.3	1.55	1.41	817.3	418.7	1.22	1.09
8	66	75.0	60.0	2.03	1.89	789.0	431.8	1.30	1.38
DISPLACEMENT									
LESS THAN 151	29	88.6	63.1	2.16	1.90	1058.9	742.6	2.26	1.54
151 - 250	15	63.7	42.3	1.60	1.49	732.1	355.4	1.29	1.15
251 - 350	29	79.6	50.6	1.74	1.41	901.3	449.9	0.86	1.11
MORE THAN 350	39	69.9	65.5	2.20	2.15	739.7	428.9	1.61	1.46
INERTIA WEIGHT									
1800 - 2799	27	93.0	62.9	2.14	1.99	1130.2	725.7	2.39	1.50
2800 - 3799	26	57.0	36.3	1.33	1.32	711.5	378.3	1.42	1.24
3800 - 4799	43	76.9	53.9	2.06	1.53	878.9	484.0	1.18	1.38
4800 - 5799	16	78.7	83.7	2.63	2.68	616.7	290.0	1.25	1.30
ALL VEHICLES	112	76.4	58.5	1.99	1.83	863.2	535.9	1.54	1.44

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	6	17.7	24.9	-0.42	-54.20	521.0	27.1	-0.25	-17.65
CHRYSLER	15	15.3	16.4	0.10	4.45	204.1	19.9	0.35	25.24
FORD	25	17.0	27.3	0.49	28.48	143.7	18.4	0.04	1.70
GENERAL MOTORS	40	7.0	7.4	-0.07	-2.99	-9.8	-1.3	0.20	24.39
IMPORTS	26	14.2	13.2	0.10	4.44	111.8	9.2	0.02	0.89
NO. OF CYL.									
2	2	-20.0	-400.0	-0.04	-32.00	79.2	21.5	-0.55	-25.00
4	27	11.2	10.7	-0.15	-6.82	155.5	12.2	0.19	7.83
6	17	19.6	24.3	0.34	17.86	255.6	23.8	0.04	3.03
8	66	12.3	14.1	0.14	6.42	54.5	6.5	0.13	9.18
DISPLACEMENT									
LESS THAN 151	29	9.0	9.3	-0.14	-6.93	150.2	12.4	0.14	5.76
151 - 250	15	19.5	23.4	0.37	18.80	253.2	25.7	0.04	2.77
251 - 350	29	12.8	13.8	0.29	14.17	26.8	2.9	0.18	17.55
MORE THAN 350	39	12.4	15.1	0.03	1.17	86.3	10.5	0.09	5.29
INERTIA WEIGHT									
1800 - 2799	27	13.5	12.7	-0.06	-3.10	109.8	8.9	-0.03	-1.10
2800 - 3799	26	15.6	21.5	0.20	12.92	244.0	25.5	0.27	16.00
3800 - 4799	43	15.2	16.5	0.31	13.26	48.0	5.2	0.15	11.48
4800 - 5799	16	-0.8	-1.0	-0.38	-16.85	57.9	8.6	0.02	1.96
ALL VEHICLES	112	12.6	14.1	0.10	4.64	109.8	11.3	0.12	7.19

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

MODE : 30 MPH

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	6	99.2	47.8	0.36	0.30	1356.9	800.5	1.80	1.28
CHRYSLER	15	127.3	67.6	1.67	1.16	939.8	416.4	1.41	1.69
FORD	25	75.9	58.4	2.08	1.99	269.5	204.6	2.29	1.89
GENERAL MOTORS	40	96.0	71.3	1.66	2.09	519.4	433.2	0.99	1.45
IMPORTS	26	122.5	75.5	2.07	2.11	585.8	376.9	2.91	1.77
NO. OF CYL.									
2	2	5.0	7.1	0.05	0.00	96.9	23.7	1.70	0.00
4	27	126.7	56.7	2.03	1.56	640.4	352.7	2.75	2.00
6	17	100.6	86.3	1.33	2.19	841.9	558.5	1.82	1.35
8	66	95.3	67.5	1.97	2.00	502.8	484.8	1.45	1.74
DISPLACEMENT									
LESS THAN 151	29	118.3	63.1	1.90	1.58	602.9	367.6	2.68	1.94
151 - 250	15	100.7	91.0	1.42	2.32	821.1	569.4	1.96	1.38
251 - 350	29	102.2	61.5	1.67	1.70	547.8	491.3	1.00	1.38
MORE THAN 350	39	90.3	70.9	2.11	2.18	494.8	495.8	1.75	1.88
INERTIA WEIGHT									
1800 - 2799	27	127.6	74.5	2.10	2.09	609.6	368.4	2.63	1.85
2800 - 3799	26	97.3	66.2	1.13	1.41	722.1	508.7	2.20	1.71
3800 - 4799	43	95.8	62.4	2.02	1.77	570.6	563.9	1.30	1.67
4800 - 5799	16	83.4	79.1	2.13	2.59	325.8	213.5	1.28	1.72
ALL VEHICLES	112	102.0	69.6	1.85	1.93	580.2	480.5	1.83	1.81

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	6	70.8	22.9	0.83	0.90	829.1	674.3	1.92	1.36
CHRYSLER	15	93.0	63.6	1.44	1.17	682.5	372.7	0.91	1.27
FORD	25	70.8	59.7	2.14	2.23	237.6	191.0	2.08	1.43
GENERAL MOTORS	40	87.6	64.6	1.70	1.72	515.9	398.0	0.81	1.26
IMPORTS	26	98.6	71.0	1.38	1.41	506.3	334.2	2.95	1.67
NO. OF CYL.									
2	2	15.0	7.1	0.05	0.00	98.4	14.4	3.50	0.14
4	27	106.1	66.5	1.59	1.36	565.9	346.0	2.54	1.99
6	17	69.4	51.2	0.94	1.04	557.0	339.1	1.60	1.13
8	66	84.6	63.6	1.89	1.91	454.6	418.1	1.27	1.45
DISPLACEMENT									
LESS THAN 151	29	99.8	68.3	1.48	1.37	533.7	354.6	2.61	1.93
151 - 250	15	70.7	54.4	0.99	1.10	547.3	358.1	1.70	1.17
251 - 350	29	84.2	53.3	1.43	1.51	463.4	374.8	0.90	1.27
MORE THAN 350	39	83.5	69.7	2.16	2.10	457.1	444.8	1.52	1.50
INERTIA WEIGHT									
1800 - 2799	27	104.5	68.2	1.42	1.38	554.7	335.7	2.78	1.81
2800 - 3799	26	70.1	52.0	1.03	1.19	494.6	324.5	1.77	1.45
3800 - 4799	43	81.9	54.7	1.80	1.64	524.6	490.5	1.05	1.35
4800 - 5799	16	93.1	87.3	2.56	2.52	285.0	169.4	1.25	1.44
ALL VEHICLES	112	86.2	63.4	1.64	1.70	490.6	390.6	1.66	1.64

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % ,NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	6	28.3	28.6	-0.47	-132.94	527.7	38.9	-0.12	-6.48
CHRYSLER	15	34.3	27.0	0.23	13.93	257.4	27.4	0.51	35.85
FORD	25	5.1	6.7	-0.05	-2.52	31.8	11.8	0.21	9.34
GENERAL MOTORS	40	8.4	8.8	0.16	8.78	3.6	0.7	0.17	17.47
IMPORTS	26	23.9	19.5	0.69	33.18	79.5	13.6	-0.04	-1.25
NO. OF CYL.									
2	2	-10.0	-200.0	0.00	0.00	-1.5	-1.5	-1.80	-105.88
4	27	20.6	16.2	0.44	21.83	74.5	11.6	0.21	7.67
6	17	31.2	31.0	0.39	29.62	284.9	33.8	0.22	12.26
8	66	10.7	11.2	0.08	3.86	48.2	9.6	0.19	12.84
DISPLACEMENT									
LESS THAN 151	29	18.4	15.6	0.41	21.79	69.2	11.5	0.07	2.70
151 - 250	15	30.0	29.8	0.43	30.37	273.8	33.3	0.26	13.27
251 - 350	29	18.0	17.6	0.25	14.77	84.4	15.4	0.10	10.31
MORE THAN 350	39	6.8	7.5	-0.05	-2.36	37.7	7.6	0.24	13.47
INERTIA WEIGHT									
1800 - 2799	27	23.1	18.1	0.68	32.31	54.9	9.0	-0.15	-5.56
2800 - 3799	26	27.2	28.0	0.10	9.13	227.6	31.5	0.43	19.35
3800 - 4799	43	13.9	14.5	0.22	10.95	46.0	8.1	0.25	18.96
4800 - 5799	16	-9.7	-11.6	-0.43	-20.09	40.8	12.5	0.03	2.44
ALL VEHICLES	112	15.8	15.5	0.21	11.42	89.6	15.4	0.16	8.90

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % .NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

MODE : IDLE (D)

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.									
AMER. MOTORS	5	137.0	93.0	1.40	1.47	225.1	148.6	1.90	1.79
CHRYSLER	14	241.1	111.4	3.68	2.61	63.8	24.7	1.79	1.85
FORD	22	196.6	202.7	3.70	3.14	66.5	33.9	2.72	2.67
GENERAL MOTORS	38	156.2	164.5	1.99	2.89	151.9	143.6	1.65	2.08
IMPORTS	8	160.3	85.2	3.79	1.90	57.0	29.1	3.15	2.75
NO. OF CYL.									
2	0								
4	9	193.3	106.9	4.21	2.57	47.6	30.7	3.54	3.05
6	12	184.4	147.5	2.00	2.45	246.7	189.1	1.92	2.09
8	66	176.5	169.6	2.79	2.95	95.8	82.6	1.93	2.16
DISPLACEMENT									
LESS THAN 151	9	193.3	106.9	4.21	2.57	47.6	30.7	3.54	3.05
151 - 250	10	188.7	161.1	1.95	2.65	230.0	193.5	2.17	2.21
251 - 350	29	165.5	154.4	2.17	2.65	142.3	126.0	1.32	1.57
MORE THAN 350	39	184.0	177.9	3.22	3.05	73.3	41.7	2.32	2.42
INERTIA WEIGHT									
1800 - 2799	7	208.9	84.9	5.05	2.82	55.9	33.9	2.67	2.72
2800 - 3799	21	192.4	160.3	2.34	2.93	172.3	178.2	2.66	2.50
3800 - 4799	43	160.2	164.1	2.56	2.55	104.9	87.6	1.76	2.00
4800 - 5799	16	200.6	179.4	3.20	3.39	74.6	44.2	2.01	2.55
ALL VEHICLES	87	179.3	160.1	2.82	2.87	111.6	113.9	2.10	2.28

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % .NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.									
AMER. MOTORS	5	118.0	75.6	0.93	1.57	166.8	101.3	2.04	1.60
CHRYSLER	14	95.0	75.9	1.00	1.14	75.3	33.6	1.99	2.82
FORD	22	90.0	60.8	1.72	2.06	95.0	49.4	3.92	1.75
GENERAL MOTORS	38	81.3	73.3	0.55	0.96	173.4	133.6	1.94	2.01
IMPORTS	8	275.9	458.1	1.85	2.63	67.5	50.2	4.04	2.83
NO. OF CYL.									
2	0								
4	9	271.1	426.5	1.91	2.40	74.5	46.5	3.67	3.17
6	12	107.3	88.7	0.78	1.13	162.5	108.7	2.22	1.91
8	66	82.9	66.0	1.00	1.54	128.6	109.2	2.59	2.25
DISPLACEMENT									
LESS THAN 151	9	271.1	426.5	1.91	2.40	74.5	46.5	3.67	3.17
151 - 250	10	108.7	98.0	0.84	1.24	140.3	104.5	2.40	2.06
251 - 350	29	70.7	51.0	0.50	0.91	193.4	142.9	2.16	2.30
MORE THAN 350	39	92.8	73.0	1.34	1.78	87.9	40.4	2.85	2.15
INERTIA WEIGHT									
1800 - 2799	7	128.2	55.6	1.10	1.16	79.3	45.9	3.59	3.11
2800 - 3799	21	167.1	292.4	1.18	1.84	151.8	141.4	3.27	2.74
3800 - 4799	43	79.4	63.2	1.02	1.75	135.8	106.1	2.05	1.87
4800 - 5799	16	85.9	77.5	0.98	1.09	95.4	44.4	3.02	2.21
ALL VEHICLES	87	105.7	156.5	1.06	1.61	127.7	105.8	2.65	2.31

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	5	19.0	13.9	0.47	33.60	58.3	25.9	-0.14	-7.37
CHRYSLER	14	146.1	60.6	2.68	72.79	-11.5	-18.1	-0.20	-11.16
FORD	22	106.6	54.2	1.98	53.59	-28.5	-42.8	-1.20	-44.31
GENERAL MOTORS	38	74.9	47.9	1.43	72.19	-21.5	-14.2	-0.29	-17.70
IMPORTS	8	-115.6	-72.1	1.94	51.22	-10.5	-18.4	-0.89	-28.17
NO. OF CYL.									
2	0								
4	9	-77.8	-40.2	2.30	54.69	-26.9	-56.6	-0.12	-3.45
6	12	77.1	41.8	1.22	61.06	84.2	34.1	-0.31	-16.09
8	66	93.6	53.0	1.79	64.26	-32.8	-34.3	-0.66	-34.07
DISPLACEMENT									
LESS THAN 151	9	-77.8	-40.2	2.30	54.69	-26.9	-56.6	-0.12	-3.45
151 - 250	10	80.0	42.4	1.11	56.91	89.7	39.0	-0.23	-10.60
251 - 350	29	94.8	57.3	1.67	77.15	-51.1	-35.9	-0.83	-62.76
MORE THAN 350	39	91.2	49.5	1.88	58.34	-14.6	-20.0	-0.53	-22.92
INERTIA WEIGHT									
1800 - 2799	7	80.7	38.6	3.95	78.20	-23.4	-42.0	-0.91	-34.22
2800 - 3799	21	25.2	13.1	1.16	49.51	20.4	11.8	-0.61	-23.12
3800 - 4799	43	80.8	50.4	1.53	59.97	-30.9	-29.5	-0.30	-16.80
4800 - 5799	16	114.7	57.2	2.22	69.44	-20.8	-27.9	-1.01	-50.31
ALL VEHICLES	87	73.6	41.1	1.76	62.47	-16.1	-14.4	-0.55	-26.44

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

MODE : IDLE (N)

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	6	120.5	73.1	1.86	1.70	85.7	27.5	2.23	2.30
CHRYSLER	15	222.7	141.5	4.29	2.94	45.9	14.5	1.69	1.79
FORD	25	117.1	147.1	1.97	2.50	40.3	13.7	4.33	3.16
GENERAL MOTORS	40	176.0	192.9	2.24	2.90	53.1	33.7	1.86	2.60
IMPORTS	26	208.4	405.6	2.37	2.68	50.3	18.4	4.01	2.60
NO. OF CYL.									
2	2	5.0	7.1	0.06	0.06	26.6	3.5	4.00	2.26
4	27	230.0	394.1	2.89	2.95	46.7	19.0	4.00	2.98
6	17	136.6	130.4	2.34	2.89	72.6	33.0	2.95	2.91
8	66	165.3	178.6	2.39	2.71	46.9	23.9	2.42	2.70
DISPLACEMENT									
LESS THAN 151	29	214.5	384.1	2.69	2.94	45.3	19.1	4.00	2.90
151 - 250	15	139.5	139.0	2.35	3.07	66.8	30.6	3.22	3.00
251 - 350	29	168.6	156.1	2.05	2.26	55.9	34.2	1.58	2.07
MORE THAN 350	39	160.2	191.6	2.64	2.94	43.7	17.2	2.96	2.94
INERTIA WEIGHT									
1800 - 2799	27	227.3	395.2	3.04	3.10	49.1	19.3	3.63	2.72
2800 - 3799	26	136.5	130.7	2.05	2.67	56.6	31.3	3.63	3.18
3800 - 4799	43	153.4	152.6	2.27	2.50	50.0	27.4	2.17	2.49
4800 - 5799	16	197.8	251.3	2.68	3.14	43.2	21.5	2.51	3.01
ALL VEHICLES	112	173.7	243.0	2.46	2.77	50.4	25.9	2.91	2.84

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	6	105.8	54.6	1.34	1.69	81.4	39.6	2.63	1.80
CHRYSLER	15	78.7	56.9	1.09	1.33	42.8	18.6	1.41	1.58
FORD	25	63.3	70.8	1.11	1.98	49.0	11.7	5.52	2.26
GENERAL MOTORS	40	92.9	94.4	0.72	1.08	54.4	24.0	2.08	2.41
IMPORTS	26	193.5	278.3	1.57	2.15	54.2	26.4	4.31	2.92
NO. OF CYL.									
2	2	130.0	169.7	0.27	0.32	27.6	0.7	5.10	3.82
4	27	191.1	271.7	1.68	2.09	53.5	27.1	3.85	3.09
6	17	76.6	60.7	0.89	1.28	59.3	33.7	3.46	3.17
8	66	82.1	85.1	0.92	1.53	52.0	19.0	2.99	2.58
DISPLACEMENT									
LESS THAN 151	29	186.9	264.2	1.58	2.05	51.7	27.0	3.94	3.08
151 - 250	15	76.1	64.9	0.95	1.35	49.7	21.2	3.74	3.27
251 - 350	29	72.6	44.2	0.57	0.98	63.7	29.8	2.30	2.35
MORE THAN 350	39	89.1	104.0	1.16	1.78	47.4	13.0	3.41	2.64
INERTIA WEIGHT									
1800 - 2799	27	190.0	271.8	1.44	1.77	53.3	26.8	3.95	3.12
2800 - 3799	26	83.5	67.8	1.06	1.72	52.0	26.1	3.99	3.10
3800 - 4799	43	72.4	65.2	0.94	1.76	56.1	22.6	2.51	2.45
4800 - 5799	16	107.8	131.7	0.92	1.03	46.1	17.0	3.24	2.36
ALL VEHICLES	112	108.4	156.7	1.09	1.66	53.0	23.8	3.31	2.81

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	6	14.7	12.2	0.52	27.86	4.3	5.0	-0.40	-17.91
CHRYSLER	15	144.0	64.7	3.20	74.67	3.1	6.7	0.28	16.60
FORD	25	53.8	46.0	0.86	43.52	-8.7	-21.5	-1.19	-27.42
GENERAL MOTORS	40	83.2	47.2	1.51	67.68	-1.3	-2.4	-0.22	-11.53
IMPORTS	26	14.9	7.2	0.80	33.75	-4.0	-7.9	-0.30	-7.58
NO. OF CYL.									
2	2	-125.0	-2500.0	-0.21	-358.33	-1.0	-3.8	-1.10	-27.50
4	27	38.9	16.9	1.21	41.95	-6.8	-14.6	0.15	3.70
6	17	60.0	43.9	1.45	61.77	13.3	18.3	-0.51	-17.37
8	66	83.2	50.3	1.47	61.45	-5.1	-11.0	-0.57	-23.48
DISPLACEMENT									
LESS THAN 151	29	27.6	12.9	1.11	41.33	-6.4	-14.2	0.06	1.55
151 - 250	15	63.3	45.4	1.41	59.82	17.1	25.6	-0.52	-16.15
251 - 350	29	96.0	57.0	1.48	72.08	-7.8	-14.0	-0.72	-45.53
MORE THAN 350	39	71.1	44.4	1.48	56.00	-3.6	-8.3	-0.45	-15.14
INERTIA WEIGHT									
1800 - 2799	27	37.3	16.4	1.59	52.47	-4.2	-8.5	-0.33	-8.99
2800 - 3799	26	53.0	38.8	0.99	48.20	4.6	8.2	-0.36	-9.85
3800 - 4799	43	81.0	52.8	1.33	58.47	-6.1	-12.1	-0.34	-15.63
4800 - 5799	16	90.0	45.5	1.76	65.55	-2.9	-6.7	-0.73	-29.18
ALL VEHICLES	112	65.2	37.6	1.37	55.80	-2.7	-5.3	-0.40	-13.63

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

MODE : 50 MPH

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	9	68.9	27.7	1.33	0.80	1425.6	757.0	1.20	1.17
CHRYSLER	29	110.7	127.1	2.51	1.54	920.0	719.7	0.57	1.13
FORD	16	78.7	60.3	1.74	1.92	923.9	544.6	1.95	1.61
GENERAL MOTORS	56	119.9	189.5	2.61	2.39	761.9	382.6	0.36	0.41
IMPORTS	14	138.9	50.5	3.10	2.12	1414.3	876.1	1.80	1.69
NO. OF CYL.									
2	0								
4	24	115.0	86.6	2.44	1.99	1207.9	750.1	1.37	1.68
6	18	83.3	61.3	1.75	1.46	1078.7	733.7	0.78	0.94
8	82	115.7	169.1	2.59	2.19	833.5	539.0	0.69	1.07
DISPLACEMENT									
LESS THAN 151	24	115.0	86.6	2.44	1.99	1207.9	750.1	1.37	1.68
151 - 250	14	90.4	67.1	1.87	1.61	978.7	735.2	0.81	1.06
251 - 350	45	84.4	68.5	2.20	2.17	951.7	673.6	0.39	0.32
MORE THAN 350	41	144.5	226.2	2.89	2.10	761.9	375.7	1.02	1.41
INERTIA WEIGHT									
1800 - 2799	20	134.2	87.7	2.76	1.97	1218.7	763.5	1.14	1.40
2800 - 3799	28	77.3	54.2	1.54	1.42	1020.3	697.9	1.05	1.44
3800 - 4799	60	90.8	64.8	2.61	2.11	917.2	563.3	0.64	0.97
4800 - 5799	16	215.6	351.5	2.94	2.63	548.9	312.4	0.82	1.34
ALL VEHICLES	124	110.9	144.5	2.44	2.07	941.6	628.8	0.84	1.21

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	9	52.7	22.0	1.84	1.00	1002.1	383.4	1.18	1.18
CHRYSLER	29	72.8	43.7	2.51	1.88	711.1	409.2	0.40	0.61
FORD	16	58.3	56.6	1.26	1.43	728.1	508.8	2.15	1.43
GENERAL MOTORS	56	80.1	70.2	2.67	2.36	691.9	451.9	0.26	0.28
IMPORTS	14	123.4	119.4	2.32	2.13	1249.2	837.7	1.91	1.52
NO. OF CYL.									
2	0								
4	24	92.2	102.3	2.14	1.96	1051.5	718.2	1.37	1.61
6	18	57.0	35.1	1.92	1.79	736.0	440.4	0.84	0.99
8	82	79.1	63.8	2.51	2.17	720.0	457.9	0.61	0.92
DISPLACEMENT									
LESS THAN 151	24	92.2	102.3	2.14	1.96	1051.5	718.2	1.37	1.61
151 - 250	14	60.2	39.0	1.93	1.94	627.9	381.8	0.93	1.11
251 - 350	45	71.6	63.4	2.09	2.05	836.1	515.9	0.31	0.35
MORE THAN 350	41	84.1	62.1	2.91	2.17	631.1	375.2	0.93	1.17
INERTIA WEIGHT									
1800 - 2799	20	80.3	55.8	2.18	1.86	1104.6	758.5	1.17	1.31
2800 - 3799	28	72.5	91.2	1.72	1.79	765.1	482.3	1.11	1.48
3800 - 4799	60	79.0	60.5	2.52	2.06	761.0	468.6	0.54	0.85
4800 - 5799	16	84.5	82.7	3.03	2.64	521.9	241.1	0.67	0.84
ALL VEHICLES	124	78.4	70.1	2.35	2.07	786.5	527.6	0.79	1.12

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	NOX IMPR	NOX %IMPR	O2 IMPR	O2 %IMPR
VEHICLE MFG.									
AMER. MOTORS	9	16.2	23.5	-0.51	-38.45	423.5	29.7	0.02	1.85
CHRYSLER	29	37.9	34.3	0.00	0.18	208.9	22.7	0.17	29.88
FORD	16	20.5	26.0	0.48	27.61	195.9	21.2	-0.20	-10.43
GENERAL MOTORS	56	39.8	33.2	-0.06	-2.18	69.9	9.2	0.10	27.86
IMPORTS	14	15.5	11.2	0.79	25.32	165.1	11.7	-0.11	-5.95
NO. OF CYL.									
2	0								
4	24	22.7	19.8	0.30	12.19	156.4	12.9	-0.00	-0.00
6	18	26.3	31.6	-0.17	-9.50	342.7	31.8	-0.06	-7.86
8	82	36.6	31.6	0.08	3.25	113.5	13.6	0.09	12.40
DISPLACEMENT									
LESS THAN 151	24	22.7	19.8	0.30	12.19	156.4	12.9	-0.00	-0.00
151 - 250	14	30.2	33.4	-0.06	-3.43	350.7	35.8	-0.11	-14.04
251 - 350	45	12.8	15.1	0.12	5.37	115.6	12.2	0.08	20.57
MORE THAN 350	41	60.4	41.8	-0.01	-0.44	130.8	17.2	0.10	9.42
INERTIA WEIGHT									
1800 - 2799	20	53.9	40.2	0.58	20.90	114.1	9.4	-0.02	-2.18
2800 - 3799	28	4.9	6.3	-0.18	-11.56	255.2	25.0	-0.06	-5.44
3800 - 4799	60	11.8	13.0	0.10	3.74	156.2	17.0	0.09	14.66
4800 - 5799	16	131.1	60.8	-0.09	-2.94	27.0	4.9	0.15	18.63
ALL VEHICLES	124	32.4	29.2	0.09	3.65	155.1	16.5	0.05	5.74

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

MODE : 30 MPH

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.									
AMER. MOTORS	9	113.9	36.7	1.00	1.06	1046.5	712.2	1.31	1.71
CHRYSLER	29	138.4	71.4	2.19	1.46	898.0	482.1	0.55	1.10
FORD	16	88.7	59.5	2.34	2.40	310.3	247.9	2.08	1.82
GENERAL MOTORS	56	140.5	130.0	2.68	2.18	439.0	353.7	0.32	0.50
IMPORTS	14	175.4	57.0	2.87	2.22	762.6	554.2	2.05	2.05
NO. OF CYL.									
2	0								
4	24	156.9	79.9	2.60	1.74	664.9	466.6	1.54	2.04
6	18	140.6	75.6	2.08	2.32	891.7	689.1	0.97	1.35
8	82	127.9	110.1	2.44	2.06	532.7	427.7	0.65	1.10
DISPLACEMENT									
LESS THAN 151	24	156.9	79.9	2.60	1.74	664.9	466.6	1.54	2.04
151 - 250	14	152.1	81.0	2.23	2.55	943.9	740.8	1.10	1.51
251 - 350	45	107.0	81.2	2.05	1.91	545.0	468.0	0.32	0.34
MORE THAN 350	41	148.2	128.6	2.79	2.12	536.4	389.2	1.00	1.45
INERTIA WEIGHT									
1800 - 2799	20	172.2	90.1	2.92	2.25	655.5	506.6	1.29	1.73
2800 - 3799	28	127.1	62.7	1.92	1.72	773.7	601.7	1.23	1.81
3800 - 4799	60	113.8	78.7	2.42	1.93	570.6	466.6	0.57	0.95
4800 - 5799	16	184.4	186.4	2.68	2.55	417.3	245.9	0.84	1.38
ALL VEHICLES	124	135.4	100.5	2.42	2.03	610.4	492.9	0.87	1.40

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	9	100.6	51.3	1.56	1.33	746.3	513.8	1.42	1.74
CHRYSLER	29	103.1	53.1	1.76	0.97	655.0	361.8	0.36	0.62
FORD	16	92.7	66.7	2.58	2.50	237.3	198.3	1.82	1.72
GENERAL MOTORS	56	95.6	76.1	2.02	1.91	448.1	396.1	0.27	0.37
IMPORTS	14	115.5	55.5	1.95	1.84	633.9	418.7	2.25	1.94
NO. OF CYL.									
2	0								
4	24	103.3	64.3	1.60	1.60	631.2	358.5	1.61	1.96
6	18	114.0	52.0	1.72	1.18	589.3	426.9	1.09	1.44
8	82	95.3	68.8	2.16	1.91	460.0	404.9	0.49	0.85
DISPLACEMENT									
LESS THAN 151	24	103.3	64.3	1.60	1.60	631.2	358.5	1.61	1.96
151 - 250	14	124.5	51.6	1.62	1.01	625.3	470.0	1.26	1.60
251 - 350	45	82.6	69.1	1.75	1.84	469.0	434.6	0.31	0.48
MORE THAN 350	41	107.5	64.4	2.60	1.89	450.4	357.4	0.70	1.06
INERTIA WEIGHT									
1800 - 2799	20	104.6	70.0	1.56	1.65	646.8	382.5	1.48	1.71
2800 - 3799	28	105.7	53.5	1.71	1.36	541.8	377.2	1.28	1.80
3800 - 4799	60	94.4	65.9	2.18	1.93	495.9	455.0	0.37	0.61
4800 - 5799	16	102.0	82.0	2.26	1.95	351.1	153.5	0.71	0.96
ALL VEHICLES	124	99.6	65.7	1.99	1.77	511.9	403.3	0.80	1.30

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , C2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	9	13.3	11.7	-0.55	-55.20	300.3	28.7	-0.11	-8.47
CHRYSLER	29	35.3	25.5	0.43	19.72	243.0	27.1	0.19	35.00
FORD	16	-3.9	-4.4	-0.24	-10.29	73.1	23.5	0.27	12.89
GENERAL MOTORS	56	45.0	32.0	0.67	24.80	-9.1	-2.1	0.05	16.20
IMPORTS	14	59.8	34.1	0.92	32.13	128.7	16.9	-0.20	-9.93
NO. OF CYL.									
2	0								
4	24	53.5	34.1	1.01	38.66	33.6	5.1	-0.07	-4.88
6	18	26.5	18.9	0.36	17.26	302.4	33.9	-0.12	-12.93
8	82	32.6	25.5	0.28	11.58	72.7	13.6	0.16	24.32
DISPLACEMENT									
LESS THAN 151	24	53.5	34.1	1.01	38.66	33.6	5.1	-0.07	-4.88
151 - 250	14	27.7	18.2	0.61	27.35	318.6	33.7	-0.16	-14.61
251 - 350	45	24.4	22.8	0.30	14.59	75.9	13.9	0.02	5.48
MORE THAN 350	41	40.7	27.4	0.19	6.70	86.0	16.0	0.30	29.87
INERTIA WEIGHT									
1800 - 2799	20	67.6	39.3	1.36	46.55	8.8	1.3	-0.19	-14.92
2800 - 3799	28	21.4	16.9	0.20	10.65	231.9	30.0	-0.05	-4.07
3800 - 4799	60	19.5	17.1	0.23	9.67	74.8	13.1	0.20	35.48
4800 - 5799	16	82.3	44.7	0.43	15.96	66.1	15.8	0.13	15.61
ALL VEHICLES	124	35.8	26.4	0.43	17.93	98.5	16.1	0.07	8.31

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

MODE : IDLE (D)

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	6	174.2	52.3	3.02	1.77	205.3	148.0	0.63	0.14
CHRYSLER	28	392.0	377.1	5.96	2.40	48.9	22.8	0.90	1.16
FORD	14	347.5	281.0	6.04	3.18	64.0	69.6	1.75	2.24
GENERAL MOTORS	52	297.8	146.7	5.76	2.73	56.4	59.0	0.42	0.53
IMPORTS	2	203.7	97.2	5.92	3.43	95.4	11.6	0.60	0.28
NO. OF CYL.									
2	0								
4	7	356.4	139.7	8.07	2.42	24.7	35.2	0.40	0.19
6	13	261.0	135.8	5.05	3.15	122.5	126.2	0.76	0.44
8	82	327.9	270.4	5.60	2.59	59.2	54.4	0.78	1.28
DISPLACEMENT									
LESS THAN 151	7	356.4	139.7	8.07	2.42	24.7	35.2	0.40	0.19
151 - 250	9	306.4	139.3	5.76	3.38	68.2	54.4	0.84	0.51
251 - 350	45	263.8	132.9	5.30	2.46	82.0	90.0	0.43	0.51
MORE THAN 350	41	381.8	352.2	5.71	2.75	52.3	44.0	1.14	1.66
INERTIA WEIGHT									
1800 - 2799	6	349.6	155.3	8.47	2.52	38.6	44.5	0.43	0.26
2800 - 3799	20	283.7	129.5	5.89	2.80	82.4	108.3	0.74	0.56
3800 - 4799	60	307.6	224.1	5.44	2.65	66.0	63.7	0.74	1.34
4800 - 5799	16	409.4	428.2	5.37	2.48	48.7	24.5	0.90	1.25
ALL VEHICLES	102	321.3	250.2	5.70	2.71	64.9	70.1	0.75	1.16

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	6	133.3	59.9	1.24	1.31	223.6	72.2	1.00	0.46
CHRYSLER	28	105.9	60.5	1.37	1.14	76.2	36.5	0.92	1.22
FORD	14	110.5	80.1	2.17	2.65	117.0	89.7	2.66	1.90
GENERAL MOTORS	52	101.3	96.0	1.00	1.37	141.1	121.6	1.11	1.20
IMPORTS	2	83.7	8.8	0.70	0.92	96.6	27.7	3.10	3.11
NO. OF CYL.									
2	0								
4	7	167.1	112.5	1.81	1.40	84.1	36.9	0.53	0.28
6	13	148.3	58.5	1.74	1.43	160.0	82.8	1.24	1.31
8	82	93.3	78.4	1.15	1.60	121.6	107.9	1.38	1.51
DISPLACEMENT									
LESS THAN 151	7	167.1	112.5	1.81	1.40	84.1	36.9	0.53	0.28
151 - 250	9	168.6	59.7	2.13	1.53	117.2	48.0	1.34	1.55
251 - 350	45	80.1	74.8	0.68	0.98	162.6	124.7	1.21	1.29
MORE THAN 350	41	108.7	76.6	1.64	1.91	89.8	74.9	1.53	1.67
INERTIA WEIGHT									
1800 - 2799	6	117.9	69.4	1.39	1.38	87.4	36.1	1.28	1.99
2800 - 3799	20	154.5	81.4	1.74	1.39	146.8	78.1	1.39	1.59
3800 - 4799	60	94.0	78.0	1.26	1.75	125.9	117.5	1.10	1.24
4800 - 5799	16	82.0	83.0	0.65	0.87	101.6	80.9	1.94	1.70
ALL VEHICLES	102	105.4	81.9	1.27	1.57	123.9	102.5	1.30	1.44

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	NOX IMPR	NOX %IMPR	O2 IMPR	O2 %IMPR
VEHICLE MFG.									
AMER. MOTORS	6	40.8	23.4	1.77	58.73	-18.2	-8.9	-0.37	-57.89
CHRYSLER	28	286.1	73.0	4.59	77.00	-27.2	-55.7	-0.02	-1.98
FORD	14	237.0	68.2	3.87	64.13	-53.0	-82.8	-0.91	-51.93
GENERAL MOTORS	52	196.4	66.0	4.76	82.71	-84.7	-150.2	-0.69	-164.68
IMPORTS	2	120.0	58.9	5.22	88.14	-1.2	-1.3	-2.50	-416.67
NO. OF CYL.									
2	0								
4	7	189.3	53.1	6.26	77.56	-59.4	-240.8	-0.13	-32.14
6	13	112.7	43.2	3.31	65.54	-37.5	-30.6	-0.48	-62.63
8	82	234.6	71.5	4.45	79.49	-62.4	-105.4	-0.60	-77.13
DISPLACEMENT									
LESS THAN 151	7	189.3	53.1	6.26	77.56	-59.4	-240.8	-0.13	-32.14
151 - 250	9	137.8	45.0	3.63	62.96	-49.0	-71.9	-0.50	-59.21
251 - 350	45	183.7	69.6	4.62	87.23	-80.6	-98.3	-0.78	-181.87
MORE THAN 350	41	273.1	71.5	4.08	71.37	-37.5	-71.6	-0.39	-33.83
INERTIA WEIGHT									
1800 - 2799	6	231.7	66.3	7.09	83.61	-48.7	-126.2	-0.85	-196.15
2800 - 3799	20	129.2	45.6	4.16	70.51	-64.4	-78.1	-0.65	-88.51
3800 - 4799	60	213.6	69.4	4.18	76.76	-59.9	-90.8	-0.36	-48.10
4800 - 5799	16	327.3	80.0	4.71	87.84	-52.9	-108.5	-1.04	-115.22
ALL VEHICLES	102	216.0	67.2	4.43	77.73	-59.0	-90.9	-0.55	-73.61

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

MODE : IDLE (N)

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.									
AMER. MOTORS	9	151.7	65.7	3.59	2.33	78.5	29.0	1.09	1.02
CHRYSLER	29	407.1	416.0	5.99	2.57	40.7	17.1	0.82	1.12
FORD	16	253.4	319.0	3.99	3.48	39.8	22.3	3.25	3.28
GENERAL MOTORS	56	377.0	242.5	5.76	2.62	28.0	14.2	0.41	0.58
IMPORTS	14	241.2	223.9	4.57	2.76	59.7	27.3	1.96	2.61
NO. OF CYL.									
2	0								
4	24	321.5	265.7	5.73	3.15	40.7	30.1	1.65	2.58
6	18	212.6	143.8	4.93	3.11	62.6	30.3	1.40	1.93
8	82	367.9	328.4	5.24	2.66	34.5	16.4	0.87	1.56
DISPLACEMENT									
LESS THAN 151	24	321.5	265.7	5.73	3.15	40.7	30.1	1.65	2.58
151 - 250	14	234.1	156.9	5.34	3.29	52.2	23.1	1.62	2.14
251 - 350	45	307.7	203.3	4.93	2.45	39.0	24.6	0.41	0.49
MORE THAN 350	41	411.6	415.0	5.41	2.88	35.8	17.8	1.35	2.04
INERTIA WEIGHT									
1800 - 2799	20	346.6	277.8	6.18	3.06	44.9	32.2	1.32	2.21
2800 - 3799	28	223.4	133.2	4.94	3.01	47.5	26.9	1.57	2.22
3800 - 4799	60	350.1	298.9	5.03	2.74	36.7	20.3	0.85	1.62
4800 - 5799	16	470.0	461.8	5.78	2.36	31.2	12.5	0.89	1.47
ALL VEHICLES	124	336.4	300.0	5.29	2.82	39.7	23.9	1.10	1.86

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	9	108.9	45.3	1.46	1.35	93.4	36/4	2.19	2.45
CHRYSLER	29	87.9	56.2	1.31	1.31	46.9	20.5	0.77	0.83
FORD	16	78.3	85.3	1.34	2.28	45.9	19.6	4.17	2.79
GENERAL MOTORS	56	106.0	115.8	1.08	1.47	54.5	30.3	1.12	1.21
IMPORTS	14	235.0	354.7	1.91	2.26	78.2	42.3	3.18	3.38
NO. OF CYL.									
2	0								
4	24	204.0	287.9	1.91	1.91	59.7	41.7	2.06	2.86
6	18	100.6	59.3	1.40	1.44	73.3	37.4	2.29	2.84
8	82	89.1	87.6	1.08	1.58	52.8	26.1	1.52	1.76
DISPLACEMENT									
LESS THAN 151	24	204.0	287.9	1.91	1.91	59.7	41.7	2.06	2.86
151 - 250	14	103.9	67.2	1.49	1.56	57.6	23.8	2.63	3.15
251 - 350	45	74.4	68.5	0.71	1.12	65.7	35.3	1.27	1.42
MORE THAN 350	41	105.2	99.3	1.49	1.85	46.0	19.1	1.76	1.99
INERTIA WEIGHT									
1800 - 2799	20	230.7	308.8	2.04	2.03	59.3	42.1	2.21	3.10
2800 - 3799	28	95.4	57.7	1.34	1.33	66.1	34.1	2.26	2.72
3800 - 4799	60	84.4	77.4	1.16	1.73	55.0	28.7	1.30	1.59
4800 - 5799	16	103.6	127.4	0.74	0.98	46.5	22.1	1.86	1.48
ALL VEHICLES	124	113.0	151.8	1.29	1.65	57.1	31.9	1.74	2.19

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 332 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	9	42.8	28.2	2.13	59.41	-14.9	-19.0	-1.10	-101.02
CHRYSLER	29	319.1	78.4	4.68	78.17	-6.2	-15.2	0.05	6.33
FORD	16	175.2	69.1	2.65	66.34	-6.1	-15.4	-0.92	-28.39
GENERAL MOTORS	56	270.9	71.9	4.68	81.29	-26.5	-94.4	-0.70	-170.56
IMPORTS	14	6.3	2.6	2.66	58.23	-18.5	-31.0	-1.22	-62.41
NO. OF CYL.									
2	0								
4	24	117.5	36.6	3.82	66.66	-19.0	-46.8	-0.41	-24.75
6	18	112.1	52.7	3.53	71.67	-10.7	-17.2	-0.89	-63.89
8	82	278.8	75.8	4.16	79.40	-18.3	-53.1	-0.66	-75.55
DISPLACEMENT									
LESS THAN 151	24	117.5	36.6	3.82	66.66	-19.0	-46.8	-0.41	-24.75
151 - 250	14	130.2	55.6	3.85	72.17	-5.4	-10.4	-1.01	-62.11
251 - 350	45	233.3	75.8	4.22	85.63	-26.7	-68.4	-0.86	-212.57
MORE THAN 350	41	306.4	74.4	3.92	72.52	-10.2	-28.5	-0.41	-30.44
INERTIA WEIGHT									
1800 - 2799	20	115.9	33.4	4.15	67.09	-14.5	-32.3	-0.90	-67.80
2800 - 3799	28	128.0	57.3	3.60	72.88	-18.5	-39.0	-0.68	-43.31
3800 - 4799	60	265.6	75.9	3.87	76.98	-18.3	-49.9	-0.45	-52.93
4800 - 5799	16	366.4	78.0	5.03	87.16	-15.3	-49.0	-0.97	-109.12
ALL VEHICLES	124	223.4	66.4	4.01	75.68	-17.4	-43.7	-0.64	-58.59

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

MODE : 50 MPH

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	245.0	0.0	1.50	0.00	2986.4	0.0	1.00	0.00
CHRYSLER	2	247.5	38.9	4.35	4.17	977.0	976.3	0.65	0.35
FORD	5	172.0	37.0	2.44	0.98	1443.0	607.1	0.64	0.18
GENERAL MOTORS	11	161.4	83.1	2.56	2.48	1000.4	540.0	2.60	1.47
IMPORTS	3	180.0	130.3	2.18	1.41	2092.7	1297.8	2.23	2.48
NO. OF CYL.									
2	1	330.0	0.0	3.80	0.00	604.1	0.0	5.10	0.00
4	3	123.3	33.3	1.62	0.44	2364.2	832.5	0.77	0.12
6	1	160.0	0.0	2.30	0.00	1070.1	0.0	4.40	0.00
8	17	179.7	76.1	2.72	2.37	1215.9	762.4	1.71	1.39
DISPLACEMENT									
LESS THAN 151	4	175.0	106.8	2.16	1.15	1924.2	1112.0	1.85	2.17
151 - 250	1	160.0	0.0	2.30	0.00	1070.1	0.0	4.40	0.00
251 - 350	12	203.7	77.6	3.27	2.59	1121.3	874.2	1.82	1.41
MORE THAN 350	5	122.0	26.6	1.39	0.90	1443.0	362.9	1.44	1.47
INERTIA WEIGHT									
1800 - 2799	4	175.0	106.8	2.16	1.15	1924.2	1112.0	1.85	2.17
2800 - 3799	3	208.3	43.7	2.63	1.33	1708.9	1106.3	2.00	2.09
3800 - 4799	12	182.1	84.9	3.00	2.69	1043.6	678.8	1.82	1.41
4800 - 5799	3	135.0	27.8	1.53	0.85	1363.7	571.3	1.87	1.86
ALL VEHICLES	22	178.0	77.9	2.60	2.12	1338.1	836.9	1.85	1.57

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	230.0	0.0	1.40	0.00	2364.2	0.0	0.80	0.00
CHRYSLER	2	190.0	56.6	2.45	1.34	1017.0	251.0	0.60	0.28
FORD	5	180.8	50.4	2.50	1.23	1268.3	580.7	0.68	0.33
GENERAL MOTORS	11	147.7	63.9	2.62	2.62	998.6	622.8	2.40	1.71
IMPORTS	3	104.0	80.3	0.87	0.06	2187.0	1585.4	1.50	0.36
NO. OF CYL.									
2	1	12.0	0.0	0.90	0.00	389.1	0.0	1.40	0.00
4	3	151.7	10.4	1.33	0.84	2588.2	912.4	1.37	0.47
6	1	110.0	0.0	2.10	0.00	1020.3	0.0	3.70	0.00
8	17	169.1	61.7	2.54	2.20	1124.2	656.6	1.59	1.56
DISPLACEMENT									
LESS THAN 151	4	116.7	70.3	1.22	0.72	2038.4	1328.1	1.37	0.39
151 - 250	1	110.0	0.0	2.10	0.00	1020.3	0.0	3.70	0.00
251 - 350	12	185.4	65.3	2.87	2.49	1086.9	720.1	1.83	1.74
MORE THAN 350	5	129.8	27.1	1.76	1.16	1213.5	533.1	1.02	0.87
INERTIA WEIGHT									
1800 - 2799	4	116.7	70.3	1.22	0.72	2038.4	1328.1	1.37	0.39
2800 - 3799	3	198.3	77.5	2.47	1.29	1592.7	693.7	1.67	1.77
3800 - 4799	12	162.8	64.4	2.81	2.52	912.3	619.5	1.82	1.76
4800 - 5799	3	145.0	30.4	1.42	0.43	1468.3	293.4	1.33	1.01
ALL VEHICLES	22	156.9	64.3	2.28	2.01	1285.7	844.3	1.65	1.44

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	1	15.0	6.1	0.10	6.67	622.2	20.8	0.20	20.00
CHRYSLER	2	57.5	23.2	1.90	43.68	-40.0	-4.1	0.05	7.69
FORD	5	-8.8	-5.1	-0.06	-2.46	174.7	12.1	-0.04	-6.25
GENERAL MOTORS	11	13.6	8.5	-0.06	-2.20	1.8	0.2	0.20	7.69
IMPORTS	3	76.0	42.2	1.32	60.31	-94.2	-4.5	0.73	32.84
NO. OF CYL.									
2	1	318.0	96.4	2.90	76.32	215.0	35.6	3.70	72.55
4	3	-28.3	-23.0	0.28	17.53	-224.0	-9.5	-0.60	-78.26
6	1	50.0	31.3	0.20	8.70	49.8	4.7	0.70	15.91
8	17	10.6	5.9	0.18	6.45	91.8	7.5	0.11	6.55
DISPLACEMENT									
LESS THAN 151	4	58.2	33.3	0.94	43.35	-114.2	-5.9	0.48	25.68
151 - 250	1	50.0	31.3	0.20	8.70	49.8	4.7	0.70	15.91
251 - 350	12	18.3	9.0	0.40	12.36	34.4	3.1	-0.02	-0.92
MORE THAN 350	5	-7.8	-6.4	-0.37	-26.91	229.5	15.9	0.42	29.17
INERTIA WEIGHT									
1800 - 2799	4	58.2	33.3	0.94	43.35	-114.2	-5.9	0.48	25.68
2800 - 3799	3	10.0	4.8	0.17	6.33	116.1	6.8	0.33	16.67
3800 - 4799	12	19.2	10.6	0.19	6.47	131.3	12.6	0.00	0.00
4800 - 5799	3	-10.0	-7.4	0.12	7.61	-104.6	-7.7	0.53	28.57
ALL VEHICLES	22	21.1	11.9	0.31	12.13	52.4	3.9	0.20	11.03

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	190.0	0.0	2.60	0.00	136.4	0.0	0.50	0.00
CHRYSLER	9	291.7	347.7	1.53	1.92	86.0	36.0	1.84	1.35
FORD	10	343.5	297.0	2.28	1.43	98.1	32.6	0.96	0.97
GENERAL MOTORS	14	310.7	140.1	2.13	2.06	133.5	74.7	1.84	1.30
IMPORTS	2	240.0	63.6	1.60	1.84	108.6	10.7	0.80	0.71
NO. OF CYL.									
2	0								
4	4	466.2	450.7	2.35	1.55	94.1	21.4	0.80	0.58
6	5	217.0	33.8	2.63	0.74	122.6	39.7	0.58	0.38
8	27	301.1	223.8	1.84	1.93	110.7	61.4	1.78	1.29
DISPLACEMENT									
LESS THAN 151	4	466.2	450.7	2.35	1.55	94.1	21.4	0.80	0.58
151 - 250	4	223.7	35.0	2.64	0.86	119.2	45.0	0.60	0.43
251 - 350	16	330.0	264.7	2.03	1.96	116.1	52.5	1.70	0.89
MORE THAN 350	12	253.3	142.1	1.64	1.88	105.5	71.7	1.77	1.73
INERTIA WEIGHT									
1800 - 2799	6	387.5	370.7	2.63	1.34	103.2	23.7	0.72	0.47
2800 - 3799	16	337.8	263.5	2.18	1.91	109.4	56.5	1.72	1.06
3800 - 4799	13	240.8	132.8	1.64	1.79	110.7	66.6	1.59	1.60
4800 - 5799	1	220.0	0.0	0.20	0.00	169.2	0.0	1.50	0.00
ALL VEHICLES	36	307.8	242.5	2.00	1.77	110.5	55.5	1.50	1.23

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	270.0	0.0	1.60	0.00	1095.0	0.0	0.70	0.00
CHRYSLER	2	260.0	84.9	2.50	0.71	583.6	72.4	0.55	0.07
FORD	5	208.0	72.2	2.25	1.00	827.7	448.2	0.48	0.19
GENERAL MOTORS	11	187.7	71.0	1.88	0.72	615.3	362.8	2.52	1.65
IMPORTS	3	191.7	177.5	2.02	1.19	1160.3	1130.5	0.90	0.56
NO. OF CYL.									
2	1	15.0	0.0	0.75	0.00	121.2	0.0	0.40	0.00
4	3	266.7	92.9	2.38	0.64	1543.0	724.3	0.97	0.47
6	1	160.0	0.0	2.40	0.00	229.8	0.0	3.90	0.00
8	17	205.6	74.5	2.01	0.82	686.5	346.4	1.61	1.57
DISPLACEMENT									
LESS THAN 151	4	203.7	146.9	1.97	0.97	1187.5	924.7	0.82	0.48
151 - 250	1	160.0	0.0	2.40	0.00	229.8	0.0	3.90	0.00
251 - 350	12	217.1	82.7	1.97	0.81	689.2	393.6	1.83	1.75
MORE THAN 350	5	178.0	45.5	2.13	0.93	679.8	232.2	1.08	0.98
INERTIA WEIGHT									
1800 - 2799	4	203.7	146.9	1.97	0.97	1187.5	924.7	0.82	0.48
2800 - 3799	3	233.3	63.5	2.50	0.95	660.0	432.6	1.67	1.94
3800 - 4799	12	185.4	77.5	1.93	0.74	572.1	323.0	1.85	1.75
4800 - 5799	3	243.3	51.3	1.98	1.05	1018.4	242.3	1.37	1.16
ALL VEHICLES	22	203.2	86.1	2.02	0.81	756.8	515.9	1.57	1.51

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	1	50.0	15.6	-0.05	-3.23	398.2	26.7	0.10	12.50
CHRYSLER	2	142.5	35.4	3.40	57.63	-91.0	-18.5	0.20	26.67
FORD	5	-13.0	-6.7	-0.24	-11.94	108.7	11.6	0.04	7.69
GENERAL MOTORS	11	18.6	9.0	-0.02	-0.88	11.3	1.8	0.22	7.97
IMPORTS	3	206.7	51.9	1.58	43.98	-136.9	-13.4	1.73	65.82
NO. OF CYL.									
2	1	685.0	97.9	4.05	84.38	-12.6	-11.6	5.40	93.10
4	3	-23.3	-9.6	0.08	3.38	-282.8	-22.4	-0.07	-7.41
6	1	70.0	30.4	0.60	20.00	10.1	4.2	-0.20	-5.41
8	17	24.1	10.5	0.31	13.23	77.8	10.2	0.19	10.75
DISPLACEMENT									
LESS THAN 151	4	153.7	43.0	1.07	35.25	-215.2	-22.1	1.30	61.18
151 - 250	1	70.0	30.4	0.60	20.00	10.1	4.2	-0.20	-5.41
251 - 350	12	40.0	15.6	0.77	28.05	-14.0	-2.1	0.09	4.76
MORE THAN 350	5	-14.0	-8.5	-0.80	-59.67	298.3	30.5	0.44	28.95
INERTIA WEIGHT									
1800 - 2799	4	153.7	43.0	1.07	35.25	-215.2	-22.1	1.30	61.18
2800 - 3799	3	16.7	6.7	0.42	14.29	43.9	6.2	-0.07	-4.17
3800 - 4799	12	44.2	19.2	0.46	19.08	115.3	16.8	0.12	6.33
4800 - 5799	3	-33.3	-15.9	-0.30	-17.82	-60.5	-6.3	0.60	30.51
ALL VEHICLES	22	49.8	19.7	0.46	18.51	21.5	2.8	0.38	19.35

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

MODE : IDLE (D)

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	360.0	0.0	2.90	0.00	103.5	0.0	0.50	0.00
CHRYSLER	2	240.0	14.1	0.67	0.74	84.7	0.7	3.45	0.35
FORD	4	275.0	79.4	3.68	2.29	132.0	103.4	0.55	0.44
GENERAL MOTORS	10	200.5	51.9	2.87	1.64	96.1	61.4	2.69	2.13
IMPORTS	1	1950.0	0.0	5.00	0.00	10.0	0.0	8.10	0.00
NO. OF CYL.									
2	1	1950.0	0.0	5.00	0.00	10.0	0.0	8.10	0.00
4	0								
6	0								
8	17	232.1	69.5	2.80	1.81	103.7	66.4	2.15	1.95
DISPLACEMENT									
LESS THAN 151	1	1950.0	0.0	5.00	0.00	10.0	0.0	8.10	0.00
151 - 250	0								
251 - 350	12	232.1	72.5	2.97	1.90	82.1	23.7	2.28	1.85
MORE THAN 350	5	232.0	69.7	2.40	1.71	155.4	106.5	1.82	2.38
INERTIA WEIGHT									
1800 - 2799	1	1950.0	0.0	5.00	0.00	10.0	0.0	8.10	0.00
2800 - 3799	2	325.0	49.5	4.85	2.76	93.9	13.7	0.40	0.14
3800 - 4799	12	229.2	65.3	2.80	1.63	92.1	63.5	2.34	1.79
4800 - 5799	3	181.7	38.2	1.47	1.04	156.6	88.7	2.53	3.04
ALL VEHICLES	18	327.5	410.5	2.92	1.83	98.5	68.1	2.48	2.36

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	280.0	0.0	1.80	0.00	171.7	0.0	0.50	0.00
CHRYSLER	2	210.0	56.6	1.25	1.06	116.2	21.4	1.45	0.49
FORD	4	245.0	81.9	1.49	0.76	162.3	68.3	0.62	0.22
GENERAL MOTORS	10	159.0	43.0	0.73	0.83	122.7	45.5	4.07	2.39
IMPORTS	1	45.0	0.0	6.25	0.00	19.0	0.0	0.40	0.00
NO. OF CYL.									
2	1	45.0	0.0	6.25	0.00	19.0	0.0	0.40	0.00
4	0								
6	0								
8	17	192.4	66.4	1.03	0.85	134.1	49.8	2.74	2.45
DISPLACEMENT									
LESS THAN 151	1	45.0	0.0	6.25	0.00	19.0	0.0	0.40	0.00
151 - 250	0								
251 - 350	12	199.2	77.9	1.02	0.82	116.2	31.1	3.02	2.67
MORE THAN 350	5	176.0	21.0	1.05	1.01	177.3	62.8	2.08	1.89
INERTIA WEIGHT									
1800 - 2799	1	45.0	0.0	6.25	0.00	19.0	0.0	0.40	0.00
2800 - 3799	2	290.0	14.1	2.07	0.39	150.3	30.4	0.60	0.14
3800 - 4799	12	183.7	62.1	0.85	0.63	130.2	47.9	2.85	2.73
4800 - 5799	3	161.7	50.1	1.07	1.50	139.0	79.6	3.73	0.93
ALL VEHICLES	18	184.2	73.1	1.32	1.48	127.7	55.4	2.61	2.44

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	1	80.0	22.2	1.10	37.93	-68.2	-65.9	0.00	0.00
CHRYSLER	2	30.0	12.5	-0.58	-85.19	-31.5	-37.2	2.00	57.97
FORD	4	30.0	10.9	2.19	59.52	-30.3	-22.9	-0.08	-13.64
GENERAL MOTORS	10	41.5	20.7	2.14	74.67	-26.5	-27.6	-1.38	-51.30
IMPORTS	1	1905.0	97.7	-1.25	-25.00	-9.0	-90.0	7.70	95.06
NO. OF CYL.									
2	1	1905.0	97.7	-1.25	-25.00	-9.0	-90.0	7.70	95.06
4	0								
6	0								
8	17	39.7	17.1	1.77	63.23	-30.5	-29.4	-0.59	-27.67
DISPLACEMENT									
LESS THAN 151	1	1905.0	97.7	-1.25	-25.00	-9.0	-90.0	7.70	95.06
151 - 250	0								
251 - 350	12	32.9	14.2	1.95	65.64	-34.0	-41.5	-0.73	-32.12
MORE THAN 350	5	56.0	24.1	1.35	56.08	-21.9	-14.1	-0.26	-14.29
INERTIA WEIGHT									
1800 - 2799	1	1905.0	97.7	-1.25	-25.00	-9.0	-90.0	7.70	95.06
2800 - 3799	2	35.0	10.8	2.77	57.22	-56.4	-60.1	-0.20	-50.00
3800 - 4799	12	45.4	19.8	1.95	69.75	-38.2	-41.4	-0.51	-21.71
4800 - 5799	3	20.0	11.0	0.39	26.82	17.6	11.3	-1.20	-47.37
ALL VEHICLES	18	143.3	43.8	1.60	54.85	-29.3	-29.7	-0.13	-5.38

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

MODE : IDLE (N)

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	280.0	0.0	4.00	0.00	65.1	0.0	0.40	0.00
CHRYSLER	2	305.0	205.1	0.44	0.37	55.6	5.0	3.45	0.49
FORD	5	236.0	125.8	3.60	1.65	97.3	95.1	0.46	0.25
GENERAL MOTORS	11	141.8	63.1	2.60	2.01	55.7	20.4	3.08	2.41
IMPORTS	3	193.3	87.5	3.93	2.51	50.1	33.8	2.13	2.40
NO. OF CYL.									
2	1	280.0	0.0	1.30	0.00	13.0	0.0	4.90	0.00
4	3	161.7	49.3	4.63	1.50	66.1	11.4	0.60	0.26
6	1	70.0	0.0	1.20	0.00	31.1	0.0	3.50	0.00
8	17	198.5	111.9	2.76	2.01	69.6	53.1	2.34	2.28
DISPLACEMENT									
LESS THAN 151	4	191.2	71.6	3.80	2.07	52.9	28.1	1.67	2.16
151 - 250	1	70.0	0.0	1.20	0.00	31.1	0.0	3.50	0.00
251 - 350	12	195.8	106.1	2.69	2.13	57.5	16.3	2.48	2.06
MORE THAN 350	5	205.0	138.0	2.91	1.93	98.7	95.2	1.98	2.99
INERTIA WEIGHT									
1800 - 2799	4	191.2	71.6	3.80	2.07	52.9	28.1	1.67	2.16
2800 - 3799	3	203.3	115.9	3.90	2.65	54.1	20.0	1.40	1.82
3800 - 4799	12	202.1	126.4	2.46	1.94	70.0	63.7	2.54	1.99
4800 - 5799	3	136.7	35.5	2.28	1.77	70.8	16.7	2.83	3.89
ALL VEHICLES	22	191.4	104.9	2.88	2.00	64.8	48.6	2.27	2.18

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.									
AMER. MOTORS	1	210.0	0.0	2.20	0.00	80.8	0.0	0.40	0.00
CHRYSLER	2	135.0	49.5	0.90	0.85	69.6	12.0	1.45	0.64
FORD	5	194.0	59.4	1.86	1.00	120.9	117.8	0.56	0.26
GENERAL MOTORS	11	117.7	51.8	0.87	1.10	54.7	14.2	4.47	2.79
IMPORTS	3	245.0	177.6	2.87	0.64	53.4	30.5	1.07	0.67
NO. OF CYL.									
2	1	40.0	0.0	2.40	0.00	19.0	0.0	0.50	0.00
4	3	308.3	67.9	3.10	0.50	66.1	10.2	1.00	0.75
6	1	65.0	0.0	0.55	0.00	33.1	0.0	6.60	0.00
8	17	144.1	58.3	1.13	1.04	78.6	66.4	2.85	2.77
DISPLACEMENT									
LESS THAN 151	4	241.2	145.2	2.93	0.54	54.4	25.0	0.87	0.67
151 - 250	1	65.0	0.0	0.55	0.00	33.1	0.0	6.60	0.00
251 - 350	12	150.0	65.6	1.03	0.90	59.0	13.5	3.12	3.01
MORE THAN 350	5	130.0	37.4	1.38	1.41	125.5	115.1	2.20	2.25
INERTIA WEIGHT									
1800 - 2799	4	241.2	145.2	2.93	0.54	54.4	25.0	0.87	0.67
2800 - 3799	3	168.3	90.0	1.82	1.13	58.3	24.0	2.57	3.50
3800 - 4799	12	135.0	56.9	0.84	0.59	83.9	79.1	3.02	3.06
4800 - 5799	3	130.0	52.0	1.40	2.08	62.5	14.1	3.67	1.84
ALL VEHICLES	22	158.2	86.5	1.43	1.18	72.1	60.1	2.66	2.70

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	1	70.0	25.0	1.80	45.00	-15.7	-24.1	0.00	0.00
CHRYSLER	2	170.0	55.7	-0.46	-104.55	-14.0	-25.2	2.00	57.97
FORD	5	42.0	17.8	1.74	48.33	-23.6	-24.2	-0.10	-21.74
GENERAL MOTORS	11	24.1	17.0	1.73	66.57	1.1	1.9	-1.39	-45.13
IMPORTS	3	-51.7	-26.7	1.07	27.12	-3.3	-6.7	1.07	50.00
NO. OF CYL.									
2	1	240.0	85.7	-1.10	-84.62	-6.0	-46.2	4.40	89.80
4	3	-146.7	-90.7	1.53	33.09	-0.0	-0.0	-0.40	-66.67
6	1	5.0	7.1	0.65	54.17	-2.0	-6.5	-3.10	-88.57
8	17	54.4	27.4	1.63	59.02	-8.9	-12.8	-0.51	-21.91
DISPLACEMENT									
LESS THAN 151	4	-50.0	-26.1	0.87	23.03	-1.5	-2.8	0.80	47.76
151 - 250	1	5.0	7.1	0.65	54.17	-2.0	-6.5	-3.10	-88.57
251 - 350	12	45.8	23.4	1.67	61.92	-1.5	-2.6	-0.63	-25.50
MORE THAN 350	5	75.0	36.6	1.53	52.58	-26.8	-27.1	-0.22	-11.11
INERTIA WEIGHT									
1800 - 2799	4	-50.0	-26.1	0.87	23.03	-1.5	-2.8	0.80	47.76
2800 - 3799	3	35.0	17.2	2.08	53.42	-4.2	-7.8	-1.17	-83.33
3800 - 4799	12	67.1	33.2	1.62	65.76	-13.9	-19.8	-0.48	-19.02
4800 - 5799	3	6.7	4.9	0.88	38.69	8.4	11.8	-0.83	-29.41
ALL VEHICLES	22	33.2	17.3	1.45	50.28	-7.3	-11.2	-0.39	-17.23

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

MODE · 50 MPH

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	245.0	0.0	1.50	0.00	2986.4	0.0	1.00	0.00
CHRYSLER	4	196.2	66.5	3.55	2.62	1146.4	798.7	1.30	1.22
FORD	7	179.3	34.2	2.63	0.95	1418.2	500.0	0.64	0.17
GENERAL MOTORS	13	147.5	83.0	2.43	2.30	1124.2	752.9	2.27	1.57
IMPORTS	5	142.0	107.3	2.37	1.72	1662.5	1197.5	2.42	1.91
NO. OF CYL.									
2	1	330.0	0.0	3.80	0.00	604.1	0.0	5.10	0.00
4	6	102.5	35.0	1.86	1.42	2018.9	1064.5	1.37	1.22
6	4	157.5	26.3	2.55	0.51	1242.7	543.7	2.27	1.78
8	19	175.7	76.8	2.76	2.25	1196.8	733.8	1.57	1.37
DISPLACEMENT									
LESS THAN 151	7	135.0	91.7	2.14	1.49	1816.8	1109.2	1.90	1.80
151 - 250	4	157.5	26.3	2.55	0.51	1242.7	543.7	2.27	1.78
251 - 350	12	203.7	77.6	3.27	2.59	1121.3	874.2	1.82	1.41
MORE THAN 350	7	127.6	48.6	1.88	1.19	1326.1	428.4	1.16	1.29
INERTIA WEIGHT									
1800 - 2799	7	135.0	91.7	2.14	1.49	1816.8	1109.2	1.90	1.80
2800 - 3799	6	182.5	44.5	2.63	0.92	1504.6	842.1	1.78	1.58
3800 - 4799	12	182.1	84.9	3.00	2.69	1043.6	678.8	1.82	1.41
4800 - 5799	5	137.6	55.7	2.16	1.16	1231.8	528.8	1.30	1.53
ALL VEHICLES	30	163.8	76.0	2.58	1.92	1347.6	830.0	1.74	1.49

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE 50 MPH

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.									
AMER. MOTORS	1	230.0	0.0	1.40	0.00	2364.2	0.0	0.80	0.00
CHRYSLER	4	165.0	43.6	2.65	1.01	1107.8	350.6	0.67	0.19
FORD	7	190.6	44.4	2.87	1.21	1201.5	499.2	0.93	0.83
GENERAL MOTORS	13	139.6	61.7	2.52	2.40	1078.8	693.1	2.11	1.71
IMPORTS	5	104.4	61.9	1.66	1.99	1689.5	1373.3	2.18	0.97
NO. OF CYL.									
2	1	12.0	0.0	0.90	0.00	389.1	0.0	1.40	0.00
4	6	127.5	35.2	1.93	1.74	2002.6	1070.4	1.82	1.18
6	4	151.2	44.8	2.80	0.81	1066.8	344.8	1.97	1.47
8	19	167.3	62.0	2.61	2.12	1105.6	628.1	1.48	1.51
DISPLACEMENT									
LESS THAN 151	7	111.0	54.2	1.79	1.64	1772.1	1151.9	1.76	1.08
151 - 250	4	151.2	44.8	2.80	0.81	1066.8	344.8	1.97	1.47
251 - 350	12	185.4	65.3	2.87	2.49	1086.9	720.1	1.83	1.74
MORE THAN 350	7	136.3	43.8	2.16	1.32	1137.5	480.6	0.87	0.75
INERTIA WEIGHT									
1800 - 2799	7	111.0	54.2	1.79	1.64	1772.1	1151.9	1.76	1.08
2800 - 3799	6	181.7	59.0	2.75	1.01	1337.5	584.3	1.53	1.33
3800 - 4799	12	162.8	64.4	2.81	2.52	912.3	619.5	1.82	1.76
4800 - 5799	5	148.0	49.3	2.11	1.24	1260.0	401.7	1.00	0.85
ALL VEHICLES	30	152.0	61.3	2.44	1.88	1255.9	784.7	1.61	1.38

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	NOX IMPR	NOX %IMPR	O2 IMPR	O2 %IMPR
VEHICLE MFG.									
AMER. MOTORS	1	15.0	6.1	0.10	6.67	622.2	20.8	0.20	20.00
CHRYSLER	4	31.3	15.9	0.90	25.35	38.6	3.4	0.62	48.08
FORD	7	-11.3	-6.3	-0.24	-9.24	216.7	15.3	-0.29	-44.44
GENERAL MOTORS	13	7.9	5.4	-0.09	-3.86	45.4	4.0	0.16	7.12
IMPORTS	5	37.6	26.5	0.71	29.96	-27.0	-1.6	0.24	9.92
NO. OF CYL.									
2	1	318.0	96.4	2.90	76.32	215.0	35.6	3.70	72.55
4	6	-25.0	-24.4	-0.07	-4.04	16.4	0.8	-0.45	-32.93
6	4	6.3	4.0	-0.25	-9.80	175.9	14.2	0.30	13.19
8	19	8.4	4.8	0.15	5.50	91.2	7.6	0.09	6.02
DISPLACEMENT									
LESS THAN 151	7	24.0	17.8	0.35	16.39	44.7	2.5	0.14	7.52
151 - 250	4	6.3	4.0	-0.25	-9.80	175.9	14.2	0.30	13.19
251 - 350	12	18.3	9.0	0.40	12.36	34.4	3.1	-0.02	-0.92
MORE THAN 350	7	-8.7	-6.8	-0.28	-14.98	188.6	14.2	0.29	24.69
INERTIA WEIGHT									
1800 - 2799	7	24.0	17.8	0.35	16.39	44.7	2.5	0.14	7.52
2800 - 3799	6	0.8	0.5	-0.12	-4.43	167.0	11.1	0.25	14.02
3800 - 4799	12	19.2	10.6	0.19	6.47	131.3	12.6	0.00	0.00
4800 - 5799	5	-10.4	-7.6	0.05	2.31	-28.2	-2.3	0.30	23.08
ALL VEHICLES	30	11.7	7.2	0.14	5.58	91.6	6.8	0.13	7.65

EMISSION RESULTS ARE HC PPM HEXANE , CO MOLE % .NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

MODE 30 MPH

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	320.0	0.0	1.55	0.00	1493.2	0.0	0.80	0.00
CHRYSLER	4	338.7	101.8	4.72	3.62	607.4	445.3	1.97	2.63
FORD	7	207.9	52.6	2.24	1.10	924.9	399.5	0.49	0.17
GENERAL MOTORS	13	201.5	68.4	2.19	1.40	616.0	332.6	2.36	1.74
IMPORTS	5	292.0	236.3	2.76	1.61	845.4	670.7	2.70	2.18
NO OF CYL.									
2	1	700.0	0.0	4.80	0.00	108.6	0.0	5.80	0.00
4	6	207.5	61.9	2.62	1.70	956.0	487.1	1.43	1.41
6	4	255.0	31.1	3.18	0.51	682.4	424.0	2.62	2.67
8	19	223.4	96.2	2.38	2.12	739.9	434.3	1.65	1.60
DISPLACEMENT									
LESS THAN 151	7	277.9	194.5	2.93	1.75	835.0	548.0	2.06	2.10
151 - 250	4	255.0	31.1	3.18	0.51	682.4	424.0	2.62	2.67
251 - 350	12	257.1	102.1	2.73	2.55	675.2	505.0	1.92	1.66
MORE THAN 350	7	165.7	50.0	1.77	0.91	850.8	274.8	1.19	1.50
INERTIA WEIGHT									
1800 - 2799	7	277.9	194.5	2.93	1.75	835.0	548.0	2.06	2.10
2800 - 3799	6	256.7	45.0	3.07	0.94	766.9	499.2	1.93	2.33
3800 - 4799	12	229.6	112.4	2.39	2.60	687.3	452.1	1.97	1.63
4800 - 5799	5	194.0	57.3	2.15	0.68	787.7	317.8	1.32	1.79
ALL VEHICLES	30	240.3	119.3	2.61	1.88	754.4	447.4	1.88	1.83

EMISSION RESULTS ARE · HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE 30 MPH

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.									
AMER. MOTORS	1	270.0	0.0	1.60	0.00	1095.0	0.0	0.70	0.00
CHRYSLER	4	237.5	56.8	2.75	0.50	627.1	231.0	0.55	0.06
FORD	7	206.4	59.5	2.52	1.04	765.3	396.6	0.76	0.78
GENERAL MOTORS	13	181.2	67.1	2.03	0.82	590.7	339.4	2.19	1.70
IMPORTS	5	172.0	129.4	1.81	1.18	925.5	867.6	1.96	1.62
NO. OF CYL									
2	1	15.0	0.0	0.75	0.00	121.2	0.0	0.40	0.00
4	6	207.5	88.9	2.29	1.12	1056.4	708.6	1.72	1.57
6	4	195.0	28.9	3.10	0.66	497.7	308.1	1.87	1.63
8	19	202.1	72.4	2.04	0.78	674.6	337.0	1.49	1.53
DISPLACEMENT									
LESS THAN 151	7	180.0	109.0	2.07	1.17	922.8	737.1	1.53	1.52
151 - 250	4	195.0	28.9	3.10	0.66	497.7	308.1	1.87	1.63
251 - 350	12	217.1	82.7	1.97	0.81	689.2	393.6	1.83	1.75
MORE THAN 350	7	176.4	44.6	2.18	0.76	649.4	235.7	0.90	0.86
INERTIA WEIGHT									
1800 - 2799	7	180.0	109.0	2.07	1.17	922.8	737.1	1.53	1.52
2800 - 3799	6	220.0	44.7	2.92	0.84	623.5	338.1	1.43	1.44
3800 - 4799	12	185.4	77.5	1.93	0.74	572.1	323.0	1.85	1.75
4800 - 5799	5	215.0	61.0	2.11	0.77	840.4	337.8	1.00	0.96
ALL VEHICLES	30	196.0	76.7	2.19	0.91	708.9	459.0	1.55	1.49

EMISSION RESULTS ARE HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE - 30 MPH

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	1	50.0	15.6	-0.05	-3.23	398.2	26.7	0.10	12.50
CHRYSLER	4	101.2	29.9	1.97	41.80	-19.7	-3.2	1.42	72.15
FORD	7	1.4	0.7	-0.29	-12.78	159.6	17.3	-0.27	-55.88
GENERAL MOTORS	13	20.4	10.1	0.16	7.10	25.3	4.1	0.17	7.17
IMPORTS	5	120.0	41.1	0.95	34.42	-80.1	-9.5	0.74	27.41
NO. OF CYL.									
2	1	685.0	97.9	4.05	84.38	-12.6	-11.6	5.40	93.10
4	6	0.0	0.0	0.32	12.42	-100.4	-10.5	-0.28	-19.77
6	4	60.0	23.5	0.08	2.36	184.7	27.1	0.75	28.57
8	19	21.3	9.5	0.33	13.99	65.3	8.8	0.16	9.87
DISPLACEMENT									
LESS THAN 151	7	97.9	35.2	0.86	29.27	-87.9	-10.5	0.53	25.69
151 - 250	4	60.0	23.5	0.08	2.36	184.7	27.1	0.75	28.57
251 - 350	12	40.0	15.6	0.77	28.05	-14.0	-2.1	0.09	4.76
MORE THAN 350	7	-10.7	-6.5	-0.41	-23.28	201.4	23.7	0.29	24.10
INERTIA WEIGHT									
1800 - 2799	7	97.9	35.2	0.86	29.27	-87.9	-10.5	0.53	25.69
2800 - 3799	6	36.7	14.3	0.16	5.15	143.4	18.7	0.50	25.86
3800 - 4799	12	44.2	19.2	0.46	19.08	115.3	16.8	0.12	6.33
4800 - 5799	5	-21.0	-10.8	0.04	1.86	-52.7	-6.7	0.32	24.24
ALL VEHICLES	30	44.3	18.4	0.42	16.10	45.5	6.0	0.33	17.41

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

MODE : IDLE (D)

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	360.0	0.0	2.90	0.00	103.5	0.0	0.50	0.00
CHRYSLER	4	307.5	81.0	4.56	4.52	73.7	16.3	3.17	1.68
FORD	6	286.7	74.5	4.78	2.90	106.1	90.3	0.53	0.36
GENERAL MOTORS	12	220.0	72.4	3.71	2.47	95.5	58.0	2.32	2.11
IMPORTS	1	1950.0	0.0	5.00	0.00	10.0	0.0	8.10	0.00
NO. OF CYL.									
2	1	1950.0	0.0	5.00	0.00	10.0	0.0	8.10	0.00
4	1	390.0	0.0	7.20	0.00	131.3	0.0	0.30	0.00
6	3	373.3	25.2	8.77	0.65	53.8	19.8	2.17	2.37
8	19	233.7	65.7	3.20	2.19	99.4	64.0	1.97	1.91
DISPLACEMENT									
LESS THAN 151	2	1170.0	1103.1	6.10	1.56	70.7	85.8	4.20	5.52
151 - 250	3	373.3	25.2	8.77	0.65	53.8	19.8	2.17	2.37
251 - 350	12	232.1	72.5	2.97	1.90	82.1	23.7	2.28	1.85
MORE THAN 350	7	236.4	57.4	3.60	2.73	128.9	98.2	1.44	2.05
INERTIA WEIGHT									
1800 - 2799	2	1170.0	1103.1	6.10	1.56	70.7	85.8	4.20	5.52
2800 - 3799	5	354.0	40.4	7.20	2.59	69.8	26.9	1.46	1.94
3800 - 4799	12	229.2	65.3	2.80	1.63	92.1	63.5	2.34	1.79
4800 - 5799	5	208.0	45.1	3.52	3.23	119.0	81.4	1.72	2.43
ALL VEHICLES	24	329.2	354.4	4.14	2.78	91.3	61.9	2.18	2.25

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE IDLE (D)

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	280.0	0.0	1.80	0.00	171.7	0.0	0.50	0.00
CHRYSLER	4	187.5	50.6	2.17	1.52	133.2	36.3	1.10	0.50
FORD	6	217.5	79.1	1.51	1.08	143.5	61.8	1.17	0.88
GENERAL MOTORS	12	172.5	58.3	1.08	1.15	123.2	42.9	3.52	2.52
IMPORTS	1	45.0	0.0	6.25	0.00	19.0	0.0	0.40	0.00
NO. OF CYL.									
2	1	45.0	0.0	6.25	0.00	19.0	0.0	0.40	0.00
4	1	310.0	0.0	3.50	0.00	154.1	0.0	0.30	0.00
6	3	175.0	39.1	3.07	1.10	128.6	50.7	1.37	1.07
8	19	187.9	64.3	1.04	0.87	131.8	47.7	2.62	2.34
DISPLACEMENT									
LESS THAN 151	2	177.5	187.4	4.87	1.94	86.5	95.5	0.35	0.07
151 - 250	3	175.0	39.1	3.07	1.10	128.6	50.7	1.37	1.07
251 - 350	12	199.2	77.9	1.02	0.82	116.2	31.1	3.02	2.67
MORE THAN 350	7	168.6	24.3	1.09	1.02	158.6	61.0	1.94	1.57
INERTIA WEIGHT									
1800 - 2799	2	177.5	187.4	4.87	1.94	86.5	95.5	0.35	0.07
2800 - 3799	5	221.0	69.1	2.67	0.97	137.2	40.7	1.06	0.87
3800 - 4799	12	183.7	62.1	0.85	0.63	130.2	47.9	2.85	2.73
4800 - 5799	5	157.0	38.7	1.11	1.29	128.1	59.1	2.88	1.36
ALL VEHICLES	24	185.4	70.2	1.62	1.53	127.6	50.6	2.27	2.21

EMISSION RESULTS ARE · HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE IDLE (D)

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	1	80.0	22.2	1.10	37.93	-68.2	-65.9	0.00	0.00
CHRYSLER	4	120.0	39.0	2.39	52.33	-59.6	-80.9	2.07	65.35
FORD	6	69.2	24.1	3.27	68.36	-37.4	-35.3	-0.63	-118.75
GENERAL MOTORS	12	47.5	21.6	2.63	70.85	-27.7	-29.0	-1.20	-51.61
IMPORTS	1	1905.0	97.7	-1.25	-25.00	-9.0	-90.0	7.70	95.06
NO. OF CYL.									
2	1	1905.0	97.7	-1.25	-25.00	-9.0	-90.0	7.70	95.06
4	1	80.0	20.5	3.70	51.39	-22.7	-17.3	0.00	0.00
6	3	198.3	53.1	5.70	65.02	-74.8	-139.1	0.80	36.92
8	19	45.8	19.6	2.16	67.38	-32.4	-32.6	-0.65	-32.80
DISPLACEMENT									
LESS THAN 151	2	992.5	84.8	1.22	20.08	-15.9	-22.5	3.85	91.67
151 - 250	3	198.3	53.1	5.70	65.02	-74.8	-139.1	0.80	36.92
251 - 350	12	32.9	14.2	1.95	65.64	-34.0	-41.5	-0.73	-32.12
MORE THAN 350	7	67.9	28.7	2.51	69.84	-29.7	-23.0	-0.50	-34.65
INERTIA WEIGHT									
1800 - 2799	2	992.5	84.8	1.22	20.08	-15.9	-22.5	3.85	91.67
2800 - 3799	5	133.0	37.6	4.53	62.92	-67.4	-96.6	0.40	27.40
3800 - 4799	12	45.4	19.8	1.95	69.75	-38.2	-41.4	-0.51	-21.71
4800 - 5799	5	51.0	24.5	2.41	68.47	-9.1	-7.6	-1.16	-67.44
ALL VEHICLES	24	143.7	43.7	2.52	60.95	-36.3	-39.8	-0.09	-4.20

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

MODE IDLE (N)

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	280.0	0.0	4.00	0.00	65.1	0.0	0.40	0.00
CHRYSLER	4	316.2	119.3	4.22	4.42	54.4	7.3	3.20	1.72
FORD	7	250.7	113.7	4.59	2.31	81.5	82.3	0.44	0.21
GENERAL MOTORS	13	160.8	74.6	3.46	2.82	56.7	20.5	2.68	2.41
IMPORTS	5	452.0	499.3	3.71	2.91	43.3	28.3	3.64	4.54
NO. OF CYL.									
2	1	280.0	0.0	1.30	0.00	13.0	0.0	4.90	0.00
4	6	409.2	459.2	4.66	2.67	57.8	23.9	2.32	4.31
6	4	271.2	135.2	6.42	3.55	42.8	13.6	2.47	2.15
8	19	201.6	105.9	3.24	2.46	67.2	50.7	2.14	2.23
DISPLACEMENT									
LESS THAN 151	7	390.7	422.0	4.18	2.75	51.4	27.6	2.69	4.05
151 - 250	4	271.2	135.2	6.42	3.55	42.8	13.6	2.47	2.15
251 - 350	12	195.8	106.1	2.69	2.13	57.5	16.3	2.48	2.06
MORE THAN 350	7	211.4	113.4	4.18	2.86	83.7	81.9	1.54	2.55
INERTIA WEIGHT									
1800 - 2799	7	390.7	422.0	4.18	2.75	51.4	27.6	2.69	4.05
2800 - 3799	6	270.8	104.9	6.03	2.93	50.4	15.8	1.77	1.99
3800 - 4799	12	202.1	126.4	2.46	1.94	70.0	63.7	2.54	1.99
4800 - 5799	5	173.0	56.4	4.31	3.29	60.9	18.2	1.88	3.05
ALL VEHICLES	30	255.0	228.2	3.88	2.79	60.2	43.2	2.31	2.65

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE IDLE (N)

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	210.0	0.0	2.20	0.00	80.8	0.0	0.40	0.00
CHRYSLER	4	132.5	33.0	0.97	0.50	83.6	20.8	1.27	0.53
FORD	7	168.6	68.2	1.87	1.11	104.4	100.3	0.89	0.83
GENERAL MOTORS	13	129.2	61.5	1.37	1.76	57.7	15.5	3.88	2.93
IMPORTS	5	349.0	282.1	1.81	1.52	47.5	24.4	3.32	3.98
NO. OF CYL.									
2	1	40.0	0.0	2.40	0.00	19.0	0.0	0.50	0.00
4	6	365.8	220.5	2.63	2.19	60.0	20.4	2.77	3.81
6	4	116.2	38.2	1.46	1.18	72.1	33.3	2.87	2.62
8	19	139.2	57.6	1.16	1.03	77.2	62.8	2.64	2.69
DISPLACEMENT									
LESS THAN 151	7	319.3	236.0	2.60	2.00	54.1	24.2	2.44	3.58
151 - 250	4	116.2	38.2	1.46	1.18	72.1	33.3	2.87	2.62
251 - 350	12	150.0	65.6	1.03	0.90	59.0	13.5	3.12	3.01
MORE THAN 350	7	120.7	37.9	1.40	1.25	108.4	98.4	1.83	1.95
INERTIA WEIGHT									
1800 - 2799	7	319.3	236.0	2.60	2.00	54.1	24.2	2.44	3.58
2800 - 3799	6	150.8	61.5	1.79	1.06	71.7	26.6	2.10	2.36
3800 - 4799	12	135.0	56.9	0.84	0.59	83.9	79.1	3.02	3.06
4800 - 5799	5	117.0	45.2	1.42	1.59	63.7	10.1	2.56	2.00
ALL VEHICLES	30	178.2	141.6	1.54	1.41	71.1	52.7	2.63	2.80

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 30 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	NOX IMPR	NOX %IMPR	O2 IMPR	O2 %IMPR
VEHICLE MFG.									
AMER. MOTORS	1	70.0	25.0	1.80	45.00	-15.7	-24.1	0.00	0.00
CHRYSLER	4	183.7	58.1	3.24	76.90	-29.3	-53.9	1.93	60.16
FORD	7	82.1	32.8	2.71	59.19	-22.9	-28.0	-0.44	-100.00
GENERAL MOTORS	13	31.5	19.6	2.09	60.31	-1.0	-1.8	-1.21	-45.12
IMPORTS	5	103.0	22.8	1.90	51.11	-4.2	-9.7	0.32	8.79
NO. OF CYL.									
2	1	240.0	85.7	-1.10	-84.62	-6.0	-46.2	4.40	89.80
4	6	43.3	10.6	2.03	43.58	-2.2	-3.8	-0.45	-19.42
6	4	155.0	57.1	4.96	77.24	-29.3	-68.4	-0.40	-16.16
8	19	62.4	30.9	2.08	64.10	-10.1	-15.0	-0.51	-23.65
DISPLACEMENT									
LESS THAN 151	7	71.4	18.3	1.58	37.88	-2.7	-5.3	0.24	9.04
151 - 250	4	155.0	57.1	4.96	77.24	-29.3	-68.4	-0.40	-16.16
251 - 350	12	45.8	23.4	1.67	61.92	-1.5	-2.6	-0.63	-25.50
MORE THAN 350	7	90.7	42.9	2.78	66.50	-24.7	-29.5	-0.29	-18.52
INERTIA WEIGHT									
1800 - 2799	7	71.4	18.3	1.58	37.88	-2.7	-5.3	0.24	9.04
2800 - 3799	6	120.0	44.3	4.24	70.30	-21.3	-42.2	-0.33	-18.87
3800 - 4799	12	67.1	33.2	1.62	65.76	-13.9	-19.8	-0.48	-19.02
4800 - 5799	5	56.0	32.4	2.89	67.05	-2.8	-4.6	-0.68	-36.17
ALL VEHICLES	30	76.8	30.1	2.35	60.41	-10.9	-18.1	-0.32	-13.71

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

MODE : 50 MPH

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	80.0	0.0	0.35	0.00	1766.9	0.0	1.10	0.00
CHRYSLER	6	136.7	39.3	2.29	1.18	1433.7	799.3	1.10	1.03
FORD	8	225.6	88.1	3.52	2.98	1069.1	1041.8	0.77	0.60
GENERAL MOTORS	9	134.2	47.4	1.89	1.18	1188.2	771.6	0.93	0.85
IMPORTS	7	125.7	54.0	2.10	1.26	1584.9	801.7	1.49	1.29
NO. OF CYL.									
2	0								
4	12	159.6	85.2	3.30	2.47	1344.3	1003.6	1.05	1.09
6	5	146.0	44.5	2.31	1.21	1491.9	529.8	1.26	1.05
8	14	153.4	71.6	1.63	1.11	1222.8	801.5	0.99	0.77
DISPLACEMENT									
LESS THAN 151	12	159.6	85.2	3.30	2.47	1344.3	1003.6	1.05	1.09
151 - 250	5	146.0	44.5	2.31	1.21	1491.9	529.8	1.26	1.05
251 - 350	8	166.9	56.8	1.26	0.90	1429.7	999.5	1.34	0.87
MORE THAN 350	6	135.5	90.1	2.13	1.25	946.8	334.2	0.52	0.15
INERTIA WEIGHT									
1800 - 2799	10	173.0	91.4	2.70	2.37	1600.6	1195.9	1.37	1.16
2800 - 3799	11	148.2	56.5	2.54	2.03	1364.0	689.1	1.16	0.99
3800 - 4799	7	157.1	60.3	1.77	0.97	979.1	366.3	0.69	0.32
4800 - 5799	3	111.0	90.5	2.23	1.66	948.7	435.3	0.47	0.06
ALL VEHICLES	31	154.6	71.9	2.39	1.89	1313.2	833.4	1.05	0.92

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	80.0	0.0	0.70	0.00	1642.5	0.0	1.00	0.00
CHRYSLER	6	150.0	16.4	2.73	0.62	1069.7	428.0	0.58	0.17
FORD	8	243.7	75.3	3.76	2.40	722.3	414.8	0.95	0.77
GENERAL MOTORS	9	121.7	52.9	1.79	0.81	1026.6	644.9	1.21	1.22
IMPORTS	7	122.6	53.1	2.57	1.45	1058.0	564.2	1.37	1.26
NO. OF CYL.									
2	0								
4	12	151.5	73.6	3.42	2.07	982.6	714.3	1.02	1.03
6	5	151.0	50.5	2.60	1.21	1296.4	418.0	1.14	0.89
8	14	165.0	85.5	1.94	1.00	872.3	335.5	1.05	1.00
DISPLACEMENT									
LESS THAN 151	12	151.5	73.6	3.42	2.07	982.6	714.3	1.02	1.03
151 - 250	5	151.0	50.5	2.60	1.21	1296.4	418.0	1.14	0.89
251 - 350	8	142.5	61.3	1.45	0.80	852.3	398.3	1.41	1.22
MORE THAN 350	6	195.0	108.9	2.60	0.90	898.9	262.7	0.57	0.21
INERTIA WEIGHT									
1800 - 2799	10	149.5	77.9	2.94	2.21	946.9	718.0	1.16	1.11
2800 - 3799	11	162.1	44.6	2.90	1.44	1071.1	497.3	1.10	0.90
3800 - 4799	7	160.0	117.3	1.72	0.83	892.0	409.3	1.07	1.14
4800 - 5799	3	161.7	64.5	2.63	1.38	996.7	284.9	0.47	0.12
ALL VEHICLES	31	157.5	74.5	2.62	1.64	983.4	530.3	1.05	0.97

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	1	0.0	0.0	-0.35	-100.00	124.4	7.0	0.10	9.09
CHRYSLER	6	-13.3	-9.8	-0.44	-19.19	364.0	25.4	0.52	46.97
FORD	8	-18.1	-8.0	-0.23	-6.56	346.8	32.4	-0.18	-22.58
GENERAL MOTORS	9	12.6	9.4	0.09	5.00	161.6	13.6	-0.28	-29.76
IMPORTS	7	3.1	2.5	-0.47	-22.37	526.9	33.2	0.11	7.69
NO. OF CYL.									
2	0								
4	12	8.1	5.1	-0.12	-3.76	361.7	26.9	0.03	3.17
6	5	-5.0	-3.4	-0.29	-12.55	195.5	13.1	0.12	9.52
8	14	-11.6	-7.5	-0.31	-18.99	350.5	28.7	-0.06	-6.52
DISPLACEMENT									
LESS THAN 151	12	8.1	5.1	-0.12	-3.76	361.7	26.9	0.03	3.17
151 - 250	5	-5.0	-3.4	-0.29	-12.55	195.5	13.1	0.12	9.52
251 - 350	8	24.4	14.6	-0.19	-14.85	577.5	40.4	-0.07	-5.61
MORE THAN 350	6	-59.5	-43.9	-0.47	-22.26	47.9	5.1	-0.05	-9.68
INERTIA WEIGHT									
1800 - 2799	10	23.5	13.6	-0.24	-9.07	653.7	40.8	0.21	15.33
2800 - 3799	11	-13.9	-9.4	-0.36	-14.09	293.0	21.5	0.06	5.47
3800 - 4799	7	-2.9	-1.8	0.04	2.51	87.1	8.9	-0.39	-56.25
4800 - 5799	3	-50.7	-45.6	-0.40	-17.91	-48.0	-5.1	0.00	0.00
ALL VEHICLES	31	-2.9	-1.9	-0.23	-9.84	329.9	25.1	0.00	0.31

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

MODE : 30 MPH

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	230.0	0.0	1.95	0.00	430.0	0.0	0.60	0.00
CHRYSLER	6	225.8	74.5	2.28	1.37	1136.7	427.1	1.52	2.17
FORD	8	344.4	189.0	2.97	2.75	702.5	574.2	0.65	0.56
GENERAL MOTORS	9	248.3	86.2	2.83	2.02	510.4	391.8	0.91	0.95
IMPORTS	7	159.3	52.1	1.88	1.08	896.5	584.7	1.54	1.61
NO. OF CYL.									
2	0								
4	12	260.4	168.2	3.22	2.43	689.0	545.8	1.07	1.33
6	5	265.0	35.0	2.97	0.71	842.8	404.0	1.58	2.42
8	14	231.4	112.0	1.75	1.40	804.1	563.3	0.94	0.82
DISPLACEMENT									
LESS THAN 151	12	260.4	168.2	3.22	2.43	689.0	545.8	1.07	1.33
151 - 250	5	265.0	35.0	2.97	0.71	842.8	404.0	1.58	2.42
251 - 350	8	276.9	97.3	1.59	1.69	840.0	684.8	1.31	0.93
MORE THAN 350	6	170.8	108.0	1.96	1.01	756.2	404.7	0.45	0.15
INERTIA WEIGHT									
1800 - 2799	10	278.0	177.6	2.93	2.67	854.9	671.6	1.38	1.40
2800 - 3799	11	256.8	90.5	2.76	1.42	708.7	501.4	1.31	1.75
3800 - 4799	7	242.9	88.6	1.72	1.45	863.3	406.3	0.67	0.25
4800 - 5799	3	128.3	100.5	2.09	1.33	450.5	257.6	0.33	0.06
ALL VEHICLES	31	248.1	127.3	2.52	1.90	765.8	522.1	1.09	1.33

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	215.0	0.0	2.80	0.00	655.3	0.0	0.50	0.00
CHRYSLER	6	220.8	45.2	2.62	0.72	930.8	320.6	0.65	0.27
FORD	8	266.2	89.8	2.77	1.45	547.2	363.2	0.87	0.70
GENERAL MOTORS	9	192.8	85.5	2.24	1.49	516.5	367.4	1.27	1.26
IMPORTS	7	169.3	57.8	2.34	0.94	600.2	323.8	1.37	1.57
NO OF CYL.									
2	0								
4	12	204.2	92.0	2.80	1.14	506.3	284.9	0.99	1.26
6	5	223.0	35.3	3.16	0.48	722.2	343.4	0.92	0.88
8	14	216.1	81.2	1.98	1.23	698.6	412.3	1.14	1.00
DISPLACEMENT									
LESS THAN 151	12	204.2	92.0	2.80	1.14	506.3	284.9	0.99	1.26
151 - 250	5	223.0	35.3	3.16	0.48	722.2	343.4	0.92	0.88
251 - 350	8	216.9	88.4	1.84	1.61	610.4	400.3	1.50	1.20
MORE THAN 350	6	215.0	78.7	2.18	0.49	816.3	434.3	0.65	0.31
INERTIA WEIGHT									
1800 - 2799	10	210.5	103.1	2.51	1.45	530.7	319.6	1.14	1.35
2800 - 3799	11	224.1	42.3	3.17	0.76	565.3	328.3	1.02	0.98
3800 - 4799	7	209.3	102.6	1.45	0.87	929.9	380.7	1.21	1.04
4800 - 5799	3	185.0	47.7	2.33	0.12	477.8	279.5	0.43	0.06
ALL VEHICLES	31	212.6	78.6	2.49	1.18	628.0	359.0	1.05	1.06

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	1	15.0	6.5	-0.85	-43.59	-225.2	-52.4	0.10	16.67
CHRYSLER	6	5.0	2.2	-0.33	-14.60	205.8	18.1	0.87	57.14
FORD	8	78.1	22.7	0.20	6.74	155.4	22.1	-0.23	-34.62
GENERAL MOTORS	9	55.6	22.4	0.59	20.86	-6.1	-1.2	-0.36	-39.02
IMPORTS	7	-10.0	-6.3	-0.47	-24.81	296.3	33.1	0.17	11.11
NO. OF CYL.									
2	0								
4	12	56.2	21.6	0.42	13.04	182.7	26.5	0.07	7.03
6	5	42.0	15.8	-0.19	-6.40	120.6	14.3	0.66	41.77
8	14	15.4	6.6	-0.24	-13.43	105.4	13.1	-0.19	-20.45
DISPLACEMENT									
LESS THAN 151	12	56.2	21.6	0.42	13.04	182.7	26.5	0.07	7.03
151 - 250	5	42.0	15.8	-0.19	-6.40	120.6	14.3	0.66	41.77
251 - 350	8	60.0	21.7	-0.24	-15.31	229.6	27.3	-0.19	-14.29
MORE THAN 350	6	-44.2	-25.9	-0.22	-11.39	-60.1	-8.0	-0.20	-44.44
INERTIA WEIGHT									
1800 - 2799	10	67.5	24.3	0.42	14.28	324.2	37.9	0.24	17.39
2800 - 3799	11	32.7	12.7	-0.41	-15.03	143.4	20.2	0.29	22.22
3800 - 4799	7	33.6	13.8	0.27	15.85	-66.5	-7.7	-0.54	-80.85
4800 - 5799	3	-56.7	-44.2	-0.25	-11.82	-27.3	-6.1	-0.10	-30.00
ALL VEHICLES	31	35.5	14.3	0.03	1.03	137.8	18.0	0.05	4.42

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

MODE : IDLE (D)

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	6	316.7	100.7	6.67	2.29	58.6	27.0	1.60	1.63
FORD	5	283.0	133.2	5.28	3.19	82.7	34.7	0.56	0.17
GENERAL MOTORS	9	646.7	589.1	5.74	3.60	67.8	43.1	1.50	1.78
IMPORTS	0								
NO. OF CYL.									
2	0								
4	2	395.0	7.1	5.35	2.62	140.2	12.5	0.40	0.14
6	4	362.5	29.9	8.02	1.58	66.9	30.7	1.95	1.98
8	14	492.5	513.4	5.38	3.27	59.1	28.4	1.24	1.45
DISPLACEMENT									
LESS THAN 151	2	395.0	7.1	5.35	2.62	140.2	12.5	0.40	0.14
151 - 250	4	362.5	29.9	8.02	1.58	66.9	30.7	1.95	1.98
251 - 350	8	686.9	615.7	5.40	3.64	48.5	16.8	1.70	1.81
MORE THAN 350	6	233.3	116.9	5.35	3.05	73.3	35.7	0.62	0.23
INERTIA WEIGHT									
1800 - 2799	2	405.0	21.2	5.50	2.40	102.2	41.1	0.50	0.28
2800 - 3799	8	568.7	579.7	6.71	3.09	66.1	42.1	2.05	1.86
3800 - 4799	7	457.9	364.9	5.57	3.32	58.7	32.1	0.99	1.27
4800 - 5799	3	190.0	99.6	4.81	3.69	77.1	26.8	0.53	0.21
ALL VEHICLES	20	456.7	428.6	5.91	3.04	68.8	36.3	1.30	1.49

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	6	150.0	32.9	1.89	1.30	119.0	56.3	1.37	0.52
FORD	5	232.0	81.7	1.60	1.36	126.1	58.0	1.64	0.72
GENERAL MOTORS	9	329.4	273.5	1.49	1.42	132.4	122.5	2.64	1.97
IMPORTS	0								
NO. OF CYL.									
2	0								
4	2	330.0	28.3	2.45	1.48	302.3	209.6	0.35	0.07
6	4	173.7	32.0	2.65	1.23	143.1	50.7	1.47	0.90
8	14	262.1	233.2	1.24	1.18	97.1	42.4	2.40	1.52
DISPLACEMENT									
LESS THAN 151	2	330.0	28.3	2.45	1.48	302.3	209.6	0.35	0.07
151 - 250	4	173.7	32.0	2.65	1.23	143.1	50.7	1.47	0.90
251 - 350	8	320.6	295.7	1.23	1.43	83.3	17.6	3.00	1.80
MORE THAN 350	6	184.2	78.6	1.24	0.88	115.4	59.6	1.60	0.34
INERTIA WEIGHT									
1800 - 2799	2	305.0	7.1	3.25	0.35	114.9	55.4	0.50	0.28
2800 - 3799	8	321.9	291.4	2.26	1.24	155.8	129.0	1.89	1.41
3800 - 4799	7	190.7	99.7	0.77	0.82	87.7	21.7	2.73	1.76
4800 - 5799	3	168.3	37.5	0.94	1.11	148.6	65.4	1.67	0.32
ALL VEHICLES	20	251.2	198.5	1.64	1.31	126.8	88.9	2.01	1.47

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	6	166.7	52.6	4.77	71.62	-60.4	-103.0	0.23	14.58
FORD	5	51.0	18.0	3.68	69.68	-43.4	-52.4	-1.08	-192.86
GENERAL MOTORS	9	317.2	49.1	4.25	73.98	-64.6	-95.4	-1.14	-75.78
IMPORTS	0								
NO. OF CYL.									
2	0								
4	2	65.0	16.5	2.90	54.21	-162.1	-115.7	0.05	12.50
6	4	188.7	52.1	5.37	66.98	-76.3	-114.1	0.48	24.36
8	14	230.4	46.8	4.14	77.02	-38.0	-64.2	-1.16	-93.77
DISPLACEMENT									
LESS THAN 151	2	65.0	16.5	2.90	54.21	-162.1	-115.7	0.05	12.50
151 - 250	4	188.7	52.1	5.37	66.98	-76.3	-114.1	0.48	24.36
251 - 350	8	366.2	53.3	4.17	77.20	-34.9	-71.9	-1.30	-75.95
MORE THAN 350	6	49.2	21.1	4.11	76.77	-42.1	-57.4	-0.98	-159.46
INERTIA WEIGHT									
1800 - 2799	2	100.0	24.7	2.25	40.91	-12.7	-12.4	0.00	0.00
2800 - 3799	8	246.9	43.4	4.45	66.29	-89.7	-135.8	0.16	7.93
3800 - 4799	7	267.1	58.3	4.80	86.15	-29.1	-49.5	-1.74	-175.22
4800 - 5799	3	21.7	11.4	3.87	80.51	-71.5	-92.7	-1.13	-212.50
ALL VEHICLES	20	205.5	45.0	4.27	72.22	-58.0	-84.4	-0.71	-54.97

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

MODE : IDLE (N)

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	650.0	0.0	10.00	0.00	20.0	0.0	1.00	0.00
CHRYSLER	6	314.2	158.7	6.35	2.19	45.1	15.3	1.50	1.72
FORD	8	345.6	155.1	6.29	3.19	42.6	16.7	0.50	0.21
GENERAL MOTORS	9	550.6	557.0	5.91	3.72	44.7	21.5	1.47	1.93
IMPORTS	7	425.0	438.5	4.42	4.17	39.8	25.3	2.47	3.89
NO. OF CYL.									
2	0								
4	12	392.1	327.5	5.38	3.73	43.1	25.8	1.61	3.06
6	5	386.0	151.6	8.06	1.61	45.3	19.0	1.66	1.88
8	14	471.1	474.4	5.55	3.43	40.7	13.6	1.21	1.55
DISPLACEMENT									
LESS THAN 151	12	392.1	327.5	5.38	3.73	43.1	25.8	1.61	3.06
151 - 250	5	386.0	151.6	8.06	1.61	45.3	19.0	1.66	1.88
251 - 350	8	621.9	577.3	5.35	3.70	36.1	11.2	1.70	1.95
MORE THAN 350	6	270.0	183.1	5.82	3.36	46.8	15.1	0.55	0.16
INERTIA WEIGHT									
1800 - 2799	10	459.5	347.4	5.25	3.65	39.7	23.6	1.90	3.31
2800 - 3799	11	488.2	520.8	6.61	3.30	44.6	20.5	1.76	1.98
3800 - 4799	7	387.1	182.3	5.92	3.50	37.2	11.5	0.68	0.63
4800 - 5799	3	185.0	74.7	5.28	3.98	54.8	15.6	0.47	0.15
ALL VEHICLES	31	426.8	376.3	5.89	3.39	42.3	19.4	1.44	2.24

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF	HC		CO		NOX		02	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	140.0	0.0	2.50	0.00	50.1	0.0	0.60	0.00
CHRYSLER	6	190.8	143.5	1.30	0.68	74.3	27.9	1.45	0.74
FORD	8	198.1	78.0	2.46	1.49	64.7	21.0	1.01	0.83
GENERAL MOTORS	9	398.3	603.4	1.80	2.15	67.5	39.3	2.73	2.33
IMPORTS	7	318.6	223.8	2.78	2.84	44.7	12.5	2.44	3.56
NO. OF CYL.									
2	0								
4	12	277.1	176.1	3.11	2.40	58.9	37.4	1.60	2.83
6	5	142.0	21.7	1.80	0.99	80.3	25.2	1.46	0.86
8	14	332.1	491.5	1.37	1.37	59.0	17.2	2.33	1.94
DISPLACEMENT									
LESS THAN 151	12	277.1	176.1	3.11	2.40	58.9	37.4	1.60	2.83
151 - 250	5	142.0	21.7	1.80	0.99	80.3	25.2	1.46	0.86
251 - 350	8	421.9	641.3	1.27	1.73	53.9	13.3	3.01	2.31
MORE THAN 350	6	212.5	148.6	1.51	0.83	65.8	20.6	1.42	0.73
INERTIA WEIGHT									
1800 - 2799	10	312.5	177.8	3.34	2.50	49.6	19.2	1.75	3.10
2800 - 3799	11	325.5	557.4	2.03	1.44	74.4	38.5	1.79	1.62
3800 - 4799	7	223.6	127.4	0.91	0.96	58.2	17.9	2.61	2.07
4800 - 5799	3	138.3	75.9	1.18	0.97	70.5	8.4	1.20	0.56
ALL VEHICLES	31	280.2	347.2	2.12	1.93	62.4	28.1	1.91	2.19

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , 02 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1974 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 100 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	NOX IMPR	NOX %IMPR	O2 IMPR	O2 %IMPR
VEHICLE MFG.									
AMER. MOTORS	1	510.0	78.5	7.50	75.00	-30.1	-150.0	0.40	40.00
CHRYSLER	6	123.3	39.3	5.05	79.53	-29.2	-64.8	0.05	3.33
FORD	8	147.5	42.7	3.84	60.97	-22.1	-52.0	-0.51	-102.50
GENERAL MOTORS	9	152.2	27.6	4.11	69.55	-22.7	-50.8	-1.26	-85.80
IMPORTS	7	106.4	25.0	1.64	37.09	-4.9	-12.2	0.03	1.16
NO. OF CYL.									
2	0								
4	12	115.0	29.3	2.27	42.11	-15.8	-36.7	0.01	0.52
6	5	244.0	63.2	6.26	77.67	-35.1	-77.4	0.20	12.05
8	14	138.9	29.5	4.18	75.24	-18.3	-45.0	-1.12	-92.44
DISPLACEMENT									
LESS THAN 151	12	115.0	29.3	2.27	42.11	-15.8	-36.7	0.01	0.52
151 - 250	5	244.0	63.2	6.26	77.67	-35.1	-77.4	0.20	12.05
251 - 350	8	200.0	32.2	4.07	76.17	-17.8	-49.3	-1.31	-76.69
MORE THAN 350	6	57.5	21.3	4.32	74.11	-19.0	-40.6	-0.87	-157.58
INERTIA WEIGHT									
1800 - 2799	10	147.0	32.0	1.92	36.50	-9.9	-25.0	0.15	7.89
2800 - 3799	11	162.7	33.3	4.58	69.26	-29.8	-66.8	-0.03	-1.55
3800 - 4799	7	163.6	42.3	5.02	84.71	-21.0	-56.5	-1.94	-286.08
4800 - 5799	3	46.7	25.2	4.10	77.60	-15.7	-28.7	-0.73	-157.14
ALL VEHICLES	31	146.6	34.4	3.77	64.06	-20.0	-47.3	-0.47	-32.69

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

MODE : 50 MPH

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	145.0	0.0	1.90	0.00	3185.5	0.0	0.90	0.00
FORD	2	140.0	14.1	2.12	0.88	522.2	14.5	0.45	0.21
GENERAL MOTORS	11	113.6	60.2	2.11	1.60	828.8	546.5	2.33	1.11
IMPORTS	2	155.0	7.1	3.85	2.33	1577.0	1042.9	1.55	1.34
NO. OF CYL.									
2	0								
4	2	155.0	7.1	3.85	2.33	1577.0	1042.9	1.55	1.34
6	1	145.0	0.0	1.90	0.00	3185.5	0.0	0.90	0.00
8	13	117.7	56.0	2.11	1.49	781.7	512.0	2.04	1.23
DISPLACEMENT									
LESS THAN 151	2	155.0	7.1	3.85	2.33	1577.0	1042.9	1.55	1.34
151 - 250	1	145.0	0.0	1.90	0.00	3185.5	0.0	0.90	0.00
251 - 350	6	149.2	51.2	2.41	1.48	900.7	574.7	2.95	1.02
MORE THAN 350	7	90.7	47.4	1.86	1.56	679.6	472.1	1.26	0.80
INERTIA WEIGHT									
1800 - 2799	1	150.0	0.0	2.20	0.00	2314.4	0.0	0.60	0.00
2800 - 3799	3	151.7	7.6	3.47	1.84	1543.0	1427.3	2.27	1.27
3800 - 4799	10	121.5	60.5	1.77	1.39	888.4	530.1	1.96	1.29
4800 - 5799	2	82.5	31.8	3.35	2.05	336.9	276.5	1.75	1.06
ALL VEHICLES	16	124.1	52.0	2.32	1.58	1031.3	827.8	1.91	1.20

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	135.0	0.0	1.80	0.00	2389.1	0.0	0.90	0.00
FORD	2	145.0	21.2	1.95	0.35	547.8	108.6	0.50	0.14
GENERAL MOTORS	11	106.4	52.1	1.45	0.65	982.7	796.6	2.03	1.06
IMPORTS	2	155.0	77.8	3.50	0.42	1630.1	651.1	1.60	1.56
NO. OF CYL.									
2	0								
4	2	155.0	77.8	3.50	0.42	1630.1	651.1	1.60	1.56
6	1	135.0	0.0	1.80	0.00	2389.1	0.0	0.90	0.00
8	13	112.3	50.1	1.53	0.63	915.8	745.9	1.79	1.12
DISPLACEMENT									
LESS THAN 151	2	155.0	77.8	3.50	0.42	1630.1	651.1	1.60	1.56
151 - 250	1	135.0	0.0	1.80	0.00	2389.1	0.0	0.90	0.00
251 - 350	6	138.3	43.2	1.65	0.60	878.2	392.7	2.40	1.26
MORE THAN 350	7	90.0	46.9	1.43	0.69	948.0	990.8	1.27	0.72
INERTIA WEIGHT									
1800 - 2799	1	210.0	0.0	3.80	0.00	2090.5	0.0	0.50	0.00
2800 - 3799	3	108.3	23.6	2.07	1.03	1425.1	865.0	2.40	1.37
3800 - 4799	10	124.0	51.3	1.49	0.70	1014.4	831.3	1.59	1.12
4800 - 5799	2	65.0	7.1	1.90	0.14	522.2	101.4	1.90	0.42
ALL VEHICLES	16	119.1	51.4	1.79	0.88	1097.1	806.9	1.71	1.10

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	NOX IMPR	NOX %IMPR	O2 IMPR	O2 %IMPR
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	10.0	6.9	0.10	5.26	796.4	25.0	0.00	0.00
FORD	2	-5.0	-3.6	0.18	8.24	-25.6	-4.9	-0.05	-11.11
GENERAL MOTORS	11	7.3	6.4	0.65	31.03	-153.8	-18.6	0.30	12.89
IMPORTS	2	0.0	0.0	0.35	9.09	-53.1	-3.4	-0.05	-3.23
NO. OF CYL.									
2	0								
4	2	0.0	0.0	0.35	9.09	-53.1	-3.4	-0.05	-3.23
6	1	10.0	6.9	0.10	5.26	796.4	25.0	0.00	0.00
8	13	5.4	4.6	0.58	27.50	-134.1	-17.2	0.25	12.08
DISPLACEMENT									
LESS THAN 151	2	0.0	0.0	0.35	9.09	-53.1	-3.4	-0.05	-3.23
151 - 250	1	10.0	6.9	0.10	5.26	796.4	25.0	0.00	0.00
251 - 350	6	10.8	7.3	0.76	31.49	22.5	2.5	0.55	18.64
MORE THAN 350	7	0.7	0.8	0.43	23.08	-268.3	-39.5	-0.01	-1.14
INERTIA WEIGHT									
1800 - 2799	1	-60.0	-40.0	-1.60	-72.73	224.0	9.7	0.10	16.67
2800 - 3799	3	43.3	28.6	1.40	40.38	117.9	7.6	-0.13	-5.88
3800 - 4799	10	-2.5	-2.1	0.28	16.06	-126.0	-14.2	0.37	18.88
4800 - 5799	2	17.5	21.2	1.45	43.28	-185.2	-55.0	-0.15	-8.57
ALL VEHICLES	16	5.0	4.0	0.52	22.54	-65.8	-6.4	0.19	10.16

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

MODE : 30 MPH

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	210.0	0.0	0.80	0.00	2886.8	0.0	1.70	0.00
FORD	2	212.5	38.9	2.35	1.20	968.2	848.0	0.55	0.35
GENERAL MOTORS	11	148.2	48.3	1.69	1.13	510.9	354.1	2.73	1.22
IMPORTS	2	210.0	56.6	1.90	0.71	1468.3	176.0	2.25	2.47
NO. OF CYL.									
2	0								
4	2	210.0	56.6	1.90	0.71	1468.3	176.0	2.25	2.47
6	1	210.0	0.0	0.80	0.00	2886.8	0.0	1.70	0.00
8	13	158.1	51.5	1.79	1.11	581.3	440.4	2.39	1.38
DISPLACEMENT									
LESS THAN 151	2	210.0	56.6	1.90	0.71	1468.3	176.0	2.25	2.47
151 - 250	1	210.0	0.0	0.80	0.00	2886.8	0.0	1.70	0.00
251 - 350	6	172.5	39.3	1.90	1.10	545.6	389.6	3.17	1.29
MORE THAN 350	7	145.7	60.3	1.70	1.20	611.8	509.0	1.73	1.15
INERTIA WEIGHT									
1800 - 2799	1	250.0	0.0	2.40	0.00	1592.7	0.0	0.50	0.00
2800 - 3799	3	190.0	20.0	1.90	1.42	1460.7	1371.4	3.10	1.23
3800 - 4799	10	161.5	55.1	1.49	0.94	703.1	431.5	2.24	1.53
4800 - 5799	2	125.0	35.4	2.43	1.52	186.9	85.7	2.55	0.35
ALL VEHICLES	16	167.8	52.7	1.74	1.04	836.2	739.7	2.33	1.40

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	180.0	0.0	0.65	0.00	2239.8	0.0	1.50	0.00
FORD	2	215.0	77.8	2.35	0.64	704.8	657.4	0.60	0.28
GENERAL MOTORS	11	161.8	68.4	1.49	0.98	641.6	621.6	2.59	1.44
IMPORTS	2	162.5	74.2	1.30	0.99	1048.6	628.7	2.55	2.76
NO. OF CYL.									
2	0								
4	2	162.5	74.2	1.30	0.99	1048.6	628.7	2.55	2.76
6	1	180.0	0.0	0.65	0.00	2239.8	0.0	1.50	0.00
8	13	170.0	69.3	1.62	0.97	651.3	598.8	2.28	1.51
DISPLACEMENT									
LESS THAN 151	2	162.5	74.2	1.30	0.99	1048.6	628.7	2.55	2.76
151 - 250	1	180.0	0.0	0.65	0.00	2239.8	0.0	1.50	0.00
251 - 350	6	184.2	68.0	1.52	0.88	528.8	357.8	2.85	1.67
MORE THAN 350	7	157.9	73.3	1.71	1.10	756.4	763.2	1.80	1.28
INERTIA WEIGHT									
1800 - 2799	1	215.0	0.0	2.00	0.00	1493.2	0.0	0.60	0.00
2800 - 3799	3	136.7	37.9	1.12	0.85	1007.7	1087.9	3.27	1.57
3800 - 4799	10	180.5	73.0	1.40	0.94	756.1	649.9	2.06	1.64
4800 - 5799	2	142.5	67.2	2.50	0.99	363.5	50.7	2.65	0.21
ALL VEHICLES	16	169.7	65.0	1.52	0.94	800.3	691.9	2.27	1.54

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	30.0	14.3	0.15	18.75	647.0	22.4	0.20	11.76
FORD	2	-2.5	-1.2	0.00	0.00	263.4	27.2	-0.05	-9.09
GENERAL MOTORS	11	-13.6	-9.2	0.20	11.83	-130.7	-25.6	0.14	5.00
IMPORTS	2	47.5	22.6	0.60	31.58	419.7	28.6	-0.30	-13.33
NO. OF CYL.									
2	0								
4	2	47.5	22.6	0.60	31.58	419.7	28.6	-0.30	-13.33
6	1	30.0	14.3	0.15	18.75	647.0	22.4	0.20	11.76
8	13	-11.9	-7.5	0.17	9.44	-70.1	-12.1	0.11	4.50
DISPLACEMENT									
LESS THAN 151	2	47.5	22.6	0.60	31.58	419.7	28.6	-0.30	-13.33
151 - 250	1	30.0	14.3	0.15	18.75	647.0	22.4	0.20	11.76
251 - 350	6	-11.7	-6.8	0.38	20.18	16.9	3.1	0.32	10.00
MORE THAN 350	7	-12.1	-8.3	-0.01	-0.84	-144.6	-23.6	-0.07	-4.13
INERTIA WEIGHT									
1800 - 2799	1	35.0	14.0	0.40	16.67	99.5	6.3	-0.10	-20.00
2800 - 3799	3	53.3	28.1	0.78	41.23	453.0	31.0	-0.17	-5.38
3800 - 4799	10	-19.0	-11.8	0.10	6.35	-53.0	-7.5	0.18	8.04
4800 - 5799	2	-17.5	-14.0	-0.07	-3.09	-176.6	-94.5	-0.10	-3.92
ALL VEHICLES	16	-1.9	-1.1	0.22	12.72	36.0	4.3	0.06	2.68

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

MODE : IDLE (D)

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	340.0	0.0	4.60	0.00	88.4	0.0	1.40	0.00
FORD	2	275.0	84.9	3.52	0.67	73.7	22.0	0.35	0.07
GENERAL MOTORS	11	174.1	59.2	1.84	1.06	92.5	45.4	3.36	2.02
IMPORTS	0								
NO. OF CYL.									
2	0								
4	0								
6	1	340.0	0.0	4.60	0.00	88.4	0.0	1.40	0.00
8	13	189.6	70.4	2.10	1.17	89.6	42.5	2.90	2.17
DISPLACEMENT									
LESS THAN 151	0								
151 - 250	1	340.0	0.0	4.60	0.00	88.4	0.0	1.40	0.00
251 - 350	6	197.5	44.2	1.75	0.88	76.1	20.1	4.05	2.30
MORE THAN 350	7	182.9	90.3	2.39	1.37	101.3	54.2	1.91	1.59
INERTIA WEIGHT									
1800 - 2799	0								
2800 - 3799	2	265.0	106.1	2.95	2.33	84.3	5.8	3.70	3.25
3800 - 4799	10	195.5	78.5	2.24	1.27	76.2	24.2	2.37	2.13
4800 - 5799	2	160.0	42.4	1.75	0.92	161.6	64.3	4.00	0.85
ALL VEHICLES	14	200.4	78.7	2.27	1.31	89.6	40.8	2.79	2.12

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	200.0	0.0	2.00	0.00	116.2	0.0	2.10	0.00
FORD	2	192.5	10.6	1.47	0.32	136.4	17.9	0.80	0.28
GENERAL MOTORS	11	138.6	43.6	0.97	1.02	94.1	24.6	3.71	1.50
IMPORTS	0								
NO. OF CYL.									
2	0								
4	0								
6	1	200.0	0.0	2.00	0.00	116.2	0.0	2.10	0.00
8	13	146.9	44.7	1.05	0.96	100.6	28.0	3.26	1.75
DISPLACEMENT									
LESS THAN 151	0								
151 - 250	1	200.0	0.0	2.00	0.00	116.2	0.0	2.10	0.00
251 - 350	6	155.0	31.5	1.24	1.23	93.3	24.9	4.10	1.58
MORE THAN 350	7	140.0	55.3	0.89	0.71	106.9	30.9	2.54	1.65
INERTIA WEIGHT									
1800 - 2799	0								
2800 - 3799	2	160.0	56.6	2.55	0.78	90.2	36.8	3.05	1.34
3800 - 4799	10	162.5	37.4	0.98	0.81	107.6	25.4	3.02	1.95
4800 - 5799	2	82.5	3.5	0.38	0.09	83.9	35.0	4.10	0.42
ALL VEHICLES	14	150.7	45.3	1.12	0.96	101.7	27.2	3.18	1.71

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	140.0	41.2	2.60	56.52	-27.8	-31.4	-0.70	-50.00
FORD	2	82.5	30.0	2.05	58.16	-62.7	-85.2	-0.45	-128.57
GENERAL MOTORS	11	35.5	20.4	0.86	46.93	-1.5	-1.6	-0.35	-10.27
IMPORTS	0								
NO. OF CYL.									
2	0								
4	0								
6	1	140.0	41.2	2.60	56.52	-27.8	-31.4	-0.70	-50.00
8	13	42.7	22.5	1.04	49.83	-10.9	-12.2	-0.36	-12.47
DISPLACEMENT									
LESS THAN 151	0								
151 - 250	1	140.0	41.2	2.60	56.52	-27.8	-31.4	-0.70	-50.00
251 - 350	6	42.5	21.5	0.51	29.05	-17.2	-22.6	-0.05	-1.23
MORE THAN 350	7	42.9	23.4	1.50	62.87	-5.6	-5.5	-0.63	-32.84
INERTIA WEIGHT									
1800 - 2799	0								
2800 - 3799	2	105.0	39.6	0.40	13.56	-5.9	-7.0	0.65	17.57
3800 - 4799	10	33.0	16.9	1.26	56.35	-31.4	-41.2	-0.65	-27.43
4800 - 5799	2	77.5	48.4	1.36	78.00	77.8	48.1	-0.10	-2.50
ALL VEHICLES	14	49.6	24.8	1.16	50.80	-12.1	-13.6	-0.39	-13.81

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

MODE : IDLE (N)

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	250.0	0.0	1.85	0.00	48.1	0.0	1.30	0.00
FORD	2	219.0	58.0	3.75	1.20	52.1	8.5	0.30	0.14
GENERAL MOTORS	11	124.5	68.6	1.64	1.18	48.1	14.0	3.72	2.43
IMPORTS	2	117.5	81.3	4.00	2.83	71.6	10.6	2.40	2.97
NO. OF CYL.									
2	0								
4	2	117.5	81.3	4.00	2.83	71.6	10.6	2.40	2.97
6	1	250.0	0.0	1.85	0.00	48.1	0.0	1.30	0.00
8	13	139.1	73.9	1.97	1.38	48.7	13.1	3.19	2.57
DISPLACEMENT									
LESS THAN 151	2	117.5	81.3	4.00	2.83	71.6	10.6	2.40	2.97
151 - 250	1	250.0	0.0	1.85	0.00	48.1	0.0	1.30	0.00
251 - 350	6	148.3	69.7	1.61	1.26	47.9	17.8	4.55	2.77
MORE THAN 350	7	131.1	82.0	2.27	1.50	49.4	8.9	2.03	1.83
INERTIA WEIGHT									
1800 - 2799	1	175.0	0.0	6.00	0.00	79.2	0.0	0.30	0.00
2800 - 3799	3	153.3	95.0	1.45	0.83	50.8	12.2	4.30	2.91
3800 - 4799	10	144.8	83.5	2.20	1.40	50.5	14.3	2.58	2.49
4800 - 5799	2	105.0	7.1	1.50	1.41	44.1	8.5	4.30	1.27
ALL VEHICLES	16	143.3	75.3	2.21	1.59	51.5	14.4	2.97	2.48

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	135.0	0.0	1.90	0.00	83.2	0.0	1.50	0.00
FORD	2	120.0	0.0	2.35	1.48	70.6	3.5	0.50	0.42
GENERAL MOTORS	11	96.4	52.5	1.05	1.51	52.1	10.6	3.92	1.96
IMPORTS	2	135.0	120.2	2.47	2.44	106.3	56.8	2.85	3.32
NO. OF CYL.									
2	0								
4	2	135.0	120.2	2.47	2.44	106.3	56.8	2.85	3.32
6	1	135.0	0.0	1.90	0.00	83.2	0.0	1.50	0.00
8	13	100.0	48.8	1.25	1.52	54.9	12.0	3.39	2.21
DISPLACEMENT									
LESS THAN 151	2	135.0	120.2	2.47	2.44	106.3	56.8	2.85	3.32
151 - 250	1	135.0	0.0	1.90	0.00	83.2	0.0	1.50	0.00
251 - 350	6	103.3	62.7	0.62	0.36	50.8	10.7	4.43	2.18
MORE THAN 350	7	97.1	38.2	1.79	1.95	58.5	12.6	2.50	1.94
INERTIA WEIGHT									
1800 - 2799	1	220.0	0.0	4.20	0.00	66.1	0.0	0.50	0.00
2800 - 3799	3	78.3	49.1	1.22	0.60	91.2	51.7	3.73	1.97
3800 - 4799	10	112.0	49.1	0.94	0.94	57.3	11.8	3.11	2.46
4800 - 5799	2	65.0	21.2	2.90	3.68	48.6	14.9	4.25	0.78
ALL VEHICLES	16	106.6	55.4	1.44	1.56	63.1	25.8	3.21	2.21

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	115.0	46.0	-0.05	-2.70	-35.1	-72.9	-0.20	-15.38
FORD	2	99.0	45.2	1.40	37.33	-18.5	-35.6	-0.20	-66.67
GENERAL MOTORS	11	28.2	22.6	0.60	36.29	-4.0	-8.2	-0.20	-5.38
IMPORTS	2	-17.5	-14.9	1.53	38.12	-34.7	-48.4	-0.45	-18.75
NO. OF CYL.									
2	0								
4	2	-17.5	-14.9	1.53	38.12	-34.7	-48.4	-0.45	-18.75
6	1	115.0	46.0	-0.05	-2.70	-35.1	-72.9	-0.20	-15.38
8	13	39.1	28.1	0.72	36.59	-6.2	-12.7	-0.20	-6.27
DISPLACEMENT									
LESS THAN 151	2	-17.5	-14.9	1.53	38.12	-34.7	-48.4	-0.45	-18.75
151 - 250	1	115.0	46.0	-0.05	-2.70	-35.1	-72.9	-0.20	-15.38
251 - 350	6	45.0	30.3	0.99	61.66	-2.8	-5.9	0.12	2.56
MORE THAN 350	7	34.0	25.9	0.49	21.38	-9.1	-18.4	-0.47	-23.24
INERTIA WEIGHT									
1800 - 2799	1	-45.0	-25.7	1.80	30.00	13.0	16.5	-0.20	-66.67
2800 - 3799	3	75.0	48.9	0.23	16.09	-40.5	-79.7	0.57	13.18
3800 - 4799	10	32.8	22.7	1.26	57.37	-6.8	-13.4	-0.53	-20.54
4800 - 5799	2	40.0	38.1	-1.40	-93.33	-4.5	-10.2	0.05	1.16
ALL VEHICLES	16	36.7	25.6	0.77	34.89	-11.6	-22.4	-0.23	-7.77

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

MODE : 50 MPH

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	105.0	0.0	0.32	0.00	3384.5	0.0	1.00	0.00
CHRYSLER	3	175.0	26.0	3.30	1.25	2083.4	1173.4	0.63	0.23
FORD	6	197.5	112.0	3.16	2.26	1079.3	902.6	0.90	0.75
GENERAL MOTORS	12	111.7	57.8	1.97	1.60	927.8	623.6	2.21	1.13
IMPORTS	5	223.0	117.6	4.18	1.36	1142.6	698.5	1.24	0.81
NO. OF CYL.									
2	0								
4	7	186.4	114.6	3.38	1.84	1296.1	657.0	1.13	0.69
6	3	146.7	42.5	1.97	1.69	2928.3	625.8	0.80	0.26
8	17	148.5	88.8	2.60	1.91	888.2	666.7	1.81	1.22
DISPLACEMENT									
LESS THAN 151	7	186.4	114.6	3.38	1.84	1296.1	657.0	1.13	0.69
151 - 250	3	146.7	42.5	1.97	1.69	2928.3	625.8	0.80	0.26
251 - 350	8	170.0	62.3	2.73	1.42	890.5	486.1	2.57	1.22
MORE THAN 350	9	129.4	107.2	2.48	2.35	886.1	826.0	1.12	0.74
INERTIA WEIGHT									
1800 - 2799	6	190.8	124.8	3.02	1.74	1372.2	685.1	0.90	0.36
2800 - 3799	6	170.8	57.9	2.92	1.74	1849.8	1249.4	1.78	1.14
3800 - 4799	13	148.8	91.5	2.41	2.09	996.2	718.5	1.65	1.27
4800 - 5799	2	82.5	31.8	3.35	2.05	336.9	276.5	1.75	1.06
ALL VEHICLES	27	158.1	91.1	2.73	1.86	1220.6	902.0	1.52	1.09

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	80.0	0.0	0.40	0.00	1592.7	0.0	0.90	0.00
CHRYSLER	3	158.3	49.3	3.03	1.25	2057.3	940.9	0.80	0.10
FORD	6	207.5	129.5	3.32	2.76	1074.9	938.7	0.68	0.20
GENERAL MOTORS	12	104.2	50.2	1.40	0.65	1029.4	776.5	1.93	1.06
IMPORTS	5	233.0	115.6	3.62	0.27	1252.8	692.5	1.10	0.90
NO. OF CYL.									
2	0								
4	7	191.4	118.2	2.90	1.26	1442.3	686.3	1.06	0.74
6	3	113.3	29.3	1.73	1.30	2256.4	608.2	0.87	0.06
8	17	149.1	97.7	2.28	1.93	939.1	752.6	1.54	1.08
DISPLACEMENT									
LESS THAN 151	7	191.4	118.2	2.90	1.26	1442.3	686.3	1.06	0.74
151 - 250	3	113.3	29.3	1.73	1.30	2256.4	608.2	0.87	0.06
251 - 350	8	161.9	57.6	2.12	1.09	866.3	344.1	1.96	1.34
MORE THAN 350	9	137.8	126.1	2.42	2.52	1003.8	1009.5	1.16	0.66
INERTIA WEIGHT									
1800 - 2799	6	206.7	121.7	2.85	1.37	1487.8	740.1	0.78	0.17
2800 - 3799	6	130.0	62.4	2.07	1.12	1553.5	878.4	1.58	1.25
3800 - 4799	13	158.8	101.6	2.38	2.19	1041.4	838.8	1.39	1.04
4800 - 5799	2	65.0	7.1	1.90	0.14	522.2	101.4	1.90	0.42
ALL VEHICLES	27	156.1	98.7	2.38	1.71	1215.9	821.3	1.34	0.96

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	NOX IMPR	NOX %IMPR	O2 IMPR	O2 %IMPR
VEHICLE MFG.									
AMER. MOTORS	1	25.0	23.8	-0.08	-25.00	1791.8	52.9	0.10	10.00
CHRYSLER	3	16.7	9.5	0.27	8.08	26.1	1.3	-0.17	-26.32
FORD	6	-10.0	-5.1	-0.16	-5.01	4.4	0.4	0.22	24.07
GENERAL MOTORS	12	7.5	6.7	0.57	28.96	-101.6	-11.0	0.27	12.45
IMPORTS	5	-10.0	-4.5	0.56	13.40	-110.2	-9.6	0.14	11.29
NO. OF CYL.									
2	0								
4	7	-5.0	-2.7	0.48	14.17	-146.2	-11.3	0.07	6.33
6	3	33.3	22.7	0.24	12.16	671.9	22.9	-0.07	-8.33
8	17	-0.6	-0.4	0.31	12.12	-50.9	-5.7	0.27	14.98
DISPLACEMENT									
LESS THAN 151	7	-5.0	-2.7	0.48	14.17	-146.2	-11.3	0.07	6.33
151 - 250	3	33.3	22.7	0.24	12.16	671.9	22.9	-0.07	-8.33
251 - 350	8	8.1	4.8	0.61	22.20	24.3	2.7	0.61	23.79
MORE THAN 350	9	-8.3	-6.4	0.06	2.24	-117.8	-13.3	-0.03	-2.97
INERTIA WEIGHT									
1800 - 2799	6	-15.8	-8.3	0.18	5.79	-115.6	-8.4	0.12	12.96
2800 - 3799	6	40.8	23.9	0.85	29.22	296.3	16.0	0.20	11.21
3800 - 4799	13	-10.0	-6.7	0.03	1.12	-45.2	-4.5	0.25	15.42
4800 - 5799	2	17.5	21.2	1.45	43.28	-185.2	-55.0	-0.15	-8.57
ALL VEHICLES	27	2.0	1.3	0.35	12.78	4.7	0.4	0.18	11.95

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

MODE : 30 MPH

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	180.0	0.0	0.35	0.00	2787.3	0.0	1.00	0.00
CHRYSLER	3	266.7	55.1	2.47	1.70	1891.4	874.9	0.90	0.69
FORD	6	241.7	82.0	2.52	1.06	921.3	529.1	0.83	0.74
GENERAL MOTORS	12	156.3	53.9	1.83	1.18	561.7	380.7	2.53	1.34
IMPORTS	5	270.0	106.5	2.28	1.50	968.2	478.9	1.64	1.40
NO. OF CYL.									
2	0								
4	7	259.3	89.2	2.39	1.31	1029.3	406.3	1.31	1.27
6	3	236.7	73.7	1.78	2.10	2405.7	748.8	1.07	0.60
8	17	184.1	77.9	2.01	1.15	655.8	454.7	2.05	1.41
DISPLACEMENT									
LESS THAN 151	7	259.3	89.2	2.39	1.31	1029.3	406.3	1.31	1.27
151 - 250	3	236.7	73.7	1.78	2.10	2405.7	748.8	1.07	0.60
251 - 350	8	198.1	58.0	2.06	0.98	609.5	422.5	2.72	1.45
MORE THAN 350	9	171.7	94.0	1.97	1.34	696.8	503.3	1.46	1.13
INERTIA WEIGHT									
1800 - 2799	6	274.2	87.7	2.55	1.36	976.9	418.4	0.87	0.52
2800 - 3799	6	225.0	60.9	2.16	1.55	1511.8	1160.0	2.18	1.40
3800 - 4799	13	185.4	81.5	1.78	1.12	789.6	436.4	1.84	1.53
4800 - 5799	2	125.0	35.4	2.43	1.52	186.9	85.7	2.55	0.35
ALL VEHICLES	27	209.4	84.6	2.08	1.26	947.0	715.0	1.75	1.34

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	95.0	0.0	0.40	0.00	450.5	0.0	1.00	0.00
CHRYSLER	3	203.3	20.8	1.98	1.21	1750.3	625.8	0.93	0.49
FORD	6	248.3	100.7	2.30	0.53	1173.5	700.8	0.57	0.14
GENERAL MOTORS	12	167.5	68.1	1.73	1.25	659.8	596.0	2.40	1.52
IMPORTS	5	267.0	141.8	2.20	1.47	861.8	628.6	1.60	1.63
NO. OF CYL.									
2	0								
4	7	253.6	118.1	2.43	1.50	1015.8	655.7	1.27	1.45
6	3	161.7	59.7	1.35	1.43	1552.1	963.8	1.03	0.45
8	17	192.9	89.1	1.82	0.93	776.6	621.5	1.88	1.51
DISPLACEMENT									
LESS THAN 151	7	253.6	118.1	2.43	1.50	1015.8	655.7	1.27	1.45
151 - 250	3	161.7	59.7	1.35	1.43	1552.1	963.8	1.03	0.45
251 - 350	8	198.1	63.9	1.71	0.83	581.0	357.5	2.29	1.76
MORE THAN 350	9	188.3	110.7	1.91	1.05	950.6	767.1	1.52	1.24
INERTIA WEIGHT									
1800 - 2799	6	277.5	109.3	2.73	1.38	1084.4	690.2	0.73	0.29
2800 - 3799	6	162.5	65.1	1.51	1.09	978.3	886.0	1.98	1.73
3800 - 4799	13	201.2	94.3	1.65	0.96	912.8	653.1	1.72	1.56
4800 - 5799	2	142.5	67.2	2.50	0.99	363.5	50.7	2.65	0.21
ALL VEHICLES	27	205.2	96.6	1.92	1.15	924.8	685.8	1.63	1.42

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	NOX IMPR	NOX %IMPR	O2 IMPR	O2 %IMPR
VEHICLE MFG.									
AMER. MOTORS	1	85.0	47.2	-0.05	-14.29	2336.8	83.8	0.00	0.00
CHRYSLER	3	63.3	23.7	0.48	19.59	141.0	7.5	-0.03	-3.70
FORD	6	-6.7	-2.8	0.22	8.61	-252.1	-27.4	0.27	32.00
GENERAL MOTORS	12	-11.2	-7.2	0.10	5.45	-98.2	-17.5	0.13	5.26
IMPORTS	5	3.0	1.1	0.08	3.51	106.3	11.0	0.04	2.44
NO. OF CYL.									
2	0								
4	7	5.7	2.2	-0.04	-1.80	13.5	1.3	0.04	3.26
6	3	75.0	31.7	0.43	24.30	853.6	35.5	0.03	3.13
8	17	-8.8	-4.8	0.19	9.65	-120.9	-18.4	0.17	8.31
DISPLACEMENT									
LESS THAN 151	7	5.7	2.2	-0.04	-1.80	13.5	1.3	0.04	3.26
151 - 250	3	75.0	31.7	0.43	24.30	853.6	35.5	0.03	3.13
251 - 350	8	0.0	0.0	0.35	16.97	28.6	4.7	0.44	16.06
MORE THAN 350	9	-16.7	-9.7	0.06	2.82	-253.7	-36.4	-0.07	-4.58
INERTIA WEIGHT									
1800 - 2799	6	-3.3	-1.2	-0.18	-7.19	-107.5	-11.0	0.13	15.38
2800 - 3799	6	62.5	27.8	0.65	30.12	533.5	35.3	0.20	9.16
3800 - 4799	13	-15.8	-8.5	0.13	7.13	-123.2	-15.6	0.12	6.28
4800 - 5799	2	-17.5	-14.0	-0.07	-3.09	-176.6	-94.5	-0.10	-3.92
ALL VEHICLES	27	4.3	2.0	0.16	7.64	22.2	2.3	0.12	6.98

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

MODE : IDLE (D)

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	380.0	0.0	7.70	0.00	82.2	0.0	0.50	0.00
CHRYSLER	3	356.7	66.6	7.20	2.31	71.2	15.0	1.37	0.45
FORD	6	360.0	126.6	6.72	2.78	57.6	19.2	0.85	0.83
GENERAL MOTORS	11	174.1	59.2	1.84	1.06	92.5	45.4	3.36	2.02
IMPORTS	0								
NO. OF CYL.									
2	0								
4	1	320.0	0.0	7.20	0.00	60.1	0.0	1.40	0.00
6	3	383.3	45.1	7.10	2.26	78.2	12.6	1.23	0.67
8	17	238.5	124.1	3.61	3.05	80.3	41.2	2.45	2.10
DISPLACEMENT									
LESS THAN 151	1	320.0	0.0	7.20	0.00	60.1	0.0	1.40	0.00
151 - 250	3	383.3	45.1	7.10	2.26	78.2	12.6	1.23	0.67
251 - 350	8	240.6	95.8	3.16	2.74	70.1	20.8	3.44	2.28
MORE THAN 350	9	236.7	150.9	4.01	3.42	89.4	53.1	1.57	1.54
INERTIA WEIGHT									
1800 - 2799	1	320.0	0.0	7.20	0.00	60.1	0.0	1.40	0.00
2800 - 3799	5	356.0	101.1	5.88	3.02	71.6	18.3	2.40	2.12
3800 - 4799	13	238.8	125.6	3.83	3.23	70.6	24.4	1.95	2.02
4800 - 5799	2	160.0	42.4	1.75	0.92	161.6	64.3	4.00	0.85
ALL VEHICLES	21	263.1	124.0	4.28	3.16	79.0	37.3	2.22	1.94

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	225.0	0.0	1.40	0.00	18.0	0.0	0.80	0.00
CHRYSLER	3	180.0	17.3	1.03	0.92	178.2	120.8	1.83	0.74
FORD	6	215.0	55.7	1.42	1.07	164.1	80.0	0.85	0.23
GENERAL MOTORS	11	138.6	43.6	0.97	1.02	94.1	24.6	3.71	1.50
IMPORTS	0								
NO. OF CYL.									
2	0								
4	1	205.0	0.0	0.30	0.00	123.7	0.0	0.90	0.00
6	3	198.3	27.5	1.19	0.93	150.5	152.6	1.77	0.85
8	17	163.5	58.9	1.17	1.01	117.5	59.9	2.71	1.84
DISPLACEMENT									
LESS THAN 151	1	205.0	0.0	0.30	0.00	123.7	0.0	0.90	0.00
151 - 250	3	198.3	27.5	1.19	0.93	150.5	152.6	1.77	0.85
251 - 350	8	171.2	48.2	1.47	1.31	91.8	22.4	3.27	2.03
MORE THAN 350	9	156.7	69.2	0.90	0.62	140.2	74.2	2.20	1.59
INERTIA WEIGHT									
1800 - 2799	1	205.0	0.0	0.30	0.00	123.7	0.0	0.90	0.00
2800 - 3799	5	197.0	56.5	2.02	1.31	118.0	116.8	1.98	1.38
3800 - 4799	13	171.2	48.7	0.97	0.70	130.1	62.7	2.55	1.91
4800 - 5799	2	82.5	3.5	0.38	0.09	83.9	35.0	4.10	0.42
ALL VEHICLES	21	170.5	55.4	1.13	0.97	122.5	73.1	2.49	1.74

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	NOX IMPR	NOX %IMPR	O2 IMPR	O2 %IMPR
VEHICLE MFG.									
AMER. MOTORS	1	155.0	40.8	6.30	81.82	64.1	78.0	-0.30	-60.00
CHRYSLER	3	176.7	49.5	6.17	85.74	-107.0	-150.2	-0.47	-34.15
FORD	6	145.0	40.3	5.30	78.81	-106.5	-184.9	0.00	0.00
GENERAL MOTORS	11	35.5	20.4	0.86	46.93	-1.5	-1.6	-0.35	-10.27
IMPORTS	0								
NO. OF CYL.									
2	0								
4	1	115.0	35.9	6.90	95.83	-63.6	-105.8	0.50	35.71
6	3	185.0	48.3	5.91	83.19	-72.3	-92.4	-0.53	-43.24
8	17	75.0	31.4	2.44	67.61	-37.2	-46.3	-0.26	-10.58
DISPLACEMENT									
LESS THAN 151	1	115.0	35.9	6.90	95.83	-63.6	-105.8	0.50	35.71
151 - 250	3	185.0	48.3	5.91	83.19	-72.3	-92.4	-0.53	-43.24
251 - 350	8	69.4	28.8	1.69	53.56	-21.8	-31.1	0.16	4.73
MORE THAN 350	9	80.0	33.8	3.10	77.48	-50.9	-56.9	-0.63	-40.43
INERTIA WEIGHT									
1800 - 2799	1	115.0	35.9	6.90	95.83	-63.6	-105.8	0.50	35.71
2800 - 3799	5	159.0	44.7	3.86	65.71	-46.4	-64.8	0.42	17.50
3800 - 4799	13	67.7	28.3	2.86	74.67	-59.4	-84.1	-0.61	-31.23
4800 - 5799	2	77.5	48.4	1.36	78.00	77.8	48.1	-0.10	-2.50
ALL VEHICLES	21	92.6	35.2	3.15	73.57	-43.5	-55.0	-0.26	-11.78

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

MODE : IDLE (N)

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	335.0	0.0	7.50	0.00	59.1	0.0	0.50	0.00
CHRYSLER	3	303.3	92.4	6.62	4.17	48.8	1.2	1.17	0.42
FORD	6	316.3	135.9	6.72	2.73	43.9	13.2	0.83	0.86
GENERAL MOTORS	12	137.5	79.3	2.14	2.05	50.6	15.9	3.43	2.52
IMPORTS	5	467.0	495.6	4.80	3.72	56.3	23.5	2.16	1.57
NO. OF CYL.									
2	0								
4	7	409.3	416.6	5.37	3.22	59.4	20.9	1.77	1.47
6	3	331.7	80.1	6.32	4.01	51.8	6.4	1.10	0.53
8	17	192.2	132.8	3.57	3.25	46.3	13.3	2.66	2.47
DISPLACEMENT									
LESS THAN 151	7	409.3	416.6	5.37	3.22	59.4	20.9	1.77	1.47
151 - 250	3	331.7	80.1	6.32	4.01	51.8	6.4	1.10	0.53
251 - 350	8	190.0	103.1	3.21	3.15	46.3	16.0	3.80	2.76
MORE THAN 350	9	194.2	161.1	3.90	3.49	46.2	11.4	1.66	1.75
INERTIA WEIGHT									
1800 - 2799	6	467.5	424.0	5.93	3.13	58.6	22.8	1.32	0.93
2800 - 3799	6	264.2	137.6	4.84	3.83	48.8	11.5	2.88	2.48
3800 - 4799	13	194.5	138.4	3.82	3.31	48.1	14.4	2.09	2.35
4800 - 5799	2	105.0	7.1	1.50	1.41	44.1	8.5	4.30	1.27
ALL VEHICLES	27	264.0	246.9	4.34	3.35	50.3	15.7	2.26	2.14

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	160.0	0.0	1.70	0.00	6.0	0.0	0.90	0.00
CHRYSLER	3	118.3	15.3	1.27	0.71	85.8	19.1	1.33	0.38
FORD	6	145.0	42.8	1.88	1.55	71.6	9.9	0.67	0.36
GENERAL MOTORS	12	111.7	72.9	1.52	2.18	55.4	15.4	3.62	2.13
IMPORTS	5	465.0	635.8	1.58	1.54	69.0	47.4	2.56	1.74
NO. OF CYL.									
2	0								
4	7	393.6	534.6	2.12	2.43	72.2	39.7	2.04	1.69
6	3	133.3	27.5	1.37	0.76	65.1	52.4	1.33	0.38
8	17	111.5	52.8	1.41	1.51	59.0	13.9	2.76	2.25
DISPLACEMENT									
LESS THAN 151	7	393.6	534.6	2.12	2.43	72.2	39.7	2.04	1.69
151 - 250	3	133.3	27.5	1.37	0.76	65.1	52.4	1.33	0.38
251 - 350	8	119.4	66.9	1.16	1.29	53.6	10.9	3.49	2.55
MORE THAN 350	9	104.4	39.1	1.63	1.72	63.7	15.1	2.11	1.85
INERTIA WEIGHT									
1800 - 2799	6	450.8	561.6	2.35	2.58	59.8	24.5	1.52	1.05
2800 - 3799	6	120.0	66.1	1.67	1.35	73.7	49.4	2.35	2.00
3800 - 4799	13	115.0	44.8	1.00	0.82	61.9	13.9	2.58	2.36
4800 - 5799	2	65.0	21.2	2.90	3.68	48.6	14.9	4.25	0.78
ALL VEHICLES	27	187.0	288.6	1.59	1.70	63.1	27.0	2.41	2.01

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 27 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	1	175.0	52.2	5.80	77.33	53.1	89.8	-0.40	-80.00
CHRYSLER	3	185.0	61.0	5.35	80.86	-37.0	-75.9	-0.17	-14.29
FORD	6	171.3	54.2	4.83	71.96	-27.7	-63.1	0.17	20.00
GENERAL MOTORS	12	25.8	18.8	0.62	29.04	-4.8	-9.5	-0.19	-5.58
IMPORTS	5	2.0	0.4	3.22	67.08	-12.7	-22.5	-0.40	-18.52
NO. OF CYL.									
2	0								
4	7	15.7	3.8	3.25	60.51	-12.8	-21.5	-0.27	-15.32
6	3	198.3	59.8	4.95	78.36	-13.3	-25.7	-0.23	-21.21
8	17	80.8	42.0	2.16	60.58	-12.7	-27.5	-0.09	-3.53
DISPLACEMENT									
LESS THAN 151	7	15.7	3.8	3.25	60.51	-12.8	-21.5	-0.27	-15.32
151 - 250	3	198.3	59.8	4.95	78.36	-13.3	-25.7	-0.23	-21.21
251 - 350	8	70.6	37.2	2.04	63.74	-7.3	-15.7	0.31	8.22
MORE THAN 350	9	89.8	46.2	2.27	58.26	-17.5	-38.0	-0.46	-27.52
INERTIA WEIGHT									
1800 - 2799	6	16.7	3.6	3.58	60.39	-1.2	-2.0	-0.20	-15.19
2800 - 3799	6	144.2	54.6	3.17	65.40	-24.9	-51.0	0.53	18.50
3800 - 4799	13	79.5	40.9	2.82	73.92	-13.8	-28.8	-0.48	-23.16
4800 - 5799	2	40.0	38.1	-1.40	-93.33	-4.5	-10.2	0.05	1.16
ALL VEHICLES	27	77.0	29.2	2.76	63.43	-12.8	-25.4	-0.16	-6.89

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

MODE : 50 MPH

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	2	102.5	3.5	0.76	0.62	1958.5	2016.8	2.30	1.84
CHRYSLER	13	223.8	87.5	4.05	2.40	1007.5	853.5	0.75	0.23
FORD	14	208.2	80.4	3.35	1.81	1257.4	720.7	0.79	0.53
GENERAL MOTORS	12	140.8	79.3	2.48	2.63	1248.1	1048.6	1.14	1.03
IMPORTS	12	230.4	83.8	4.97	2.70	907.7	437.0	1.01	1.05
NO. OF CYL.									
2	0								
4	17	197.9	93.1	4.20	2.79	999.3	462.5	0.89	0.90
6	7	196.4	87.6	3.75	3.06	1962.2	1090.9	0.81	0.38
8	29	198.1	88.2	3.20	2.18	1026.4	851.5	1.05	0.89
DISPLACEMENT									
LESS THAN 151	17	197.9	93.1	4.20	2.79	999.3	462.5	0.89	0.90
151 - 250	7	196.4	87.6	3.75	3.06	1962.2	1090.9	0.81	0.38
251 - 350	17	213.2	71.8	3.42	2.38	923.9	928.9	1.10	1.05
MORE THAN 350	12	176.7	106.9	2.89	1.93	1171.5	742.5	0.97	0.64
INERTIA WEIGHT									
1800 - 2799	15	192.7	98.1	4.03	2.93	982.7	489.7	0.94	0.95
2800 - 3799	19	216.1	68.4	3.45	2.09	1245.6	934.7	1.11	0.99
3800 - 4799	14	204.3	104.0	3.66	2.89	1290.9	1066.8	0.66	0.20
4800 - 5799	5	126.0	49.9	2.66	1.61	801.7	487.6	1.34	0.90
ALL VEHICLES	53	197.8	88.0	3.59	2.50	1141.3	835.6	0.97	0.84

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT´D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	2	95.0	21.2	0.75	0.49	1319.0	387.1	1.90	1.41
CHRYSLER	13	199.2	90.5	4.23	2.38	893.7	735.6	0.59	0.14
FORD	14	218.9	122.1	3.69	2.54	1137.7	728.7	0.64	0.22
GENERAL MOTORS	12	127.1	64.0	1.93	1.19	1036.6	569.8	1.07	0.85
IMPORTS	12	217.9	75.8	4.10	2.27	1031.7	661.6	1.10	1.13
NO. OF CYL.									
2	0								
4	17	189.4	92.7	3.52	2.43	1130.4	639.5	0.95	0.98
6	7	173.6	102.2	3.60	3.05	1414.1	837.2	0.57	0.21
8	29	191.4	101.1	3.29	2.15	892.7	597.8	0.91	0.69
DISPLACEMENT									
LESS THAN 151	17	189.4	92.7	3.52	2.43	1130.4	639.5	0.95	0.98
151 - 250	7	173.6	102.2	3.60	3.05	1414.1	837.2	0.57	0.21
251 - 350	17	207.6	93.1	3.35	2.16	879.0	577.8	0.87	0.66
MORE THAN 350	12	168.3	111.5	3.21	2.22	912.1	650.8	0.96	0.75
INERTIA WEIGHT									
1800 - 2799	15	180.7	94.6	3.28	2.45	1136.8	683.0	1.01	1.03
2800 - 3799	19	204.2	105.4	3.63	2.39	1067.3	687.6	0.81	0.63
3800 - 4799	14	204.3	90.2	3.57	2.39	1007.4	694.8	0.66	0.24
4800 - 5799	5	107.0	60.6	2.49	1.77	713.4	347.5	1.36	1.07
ALL VEHICLES	53	188.4	96.9	3.41	2.32	1037.8	657.8	0.88	0.76

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	2	7.5	7.3	0.01	1.32	639.5	32.7	0.40	17.39
CHRYSLER	13	24.6	11.0	-0.18	-4.46	113.9	11.3	0.16	21.43
FORD	14	-10.7	-5.1	-0.34	-10.13	119.7	9.5	0.14	18.18
GENERAL MOTORS	12	13.7	9.8	0.55	21.98	211.6	17.0	0.08	6.57
IMPORTS	12	12.5	5.4	0.87	17.49	-124.0	-13.7	-0.09	-9.09
NO. OF CYL.									
2	0								
4	17	8.5	4.3	0.67	16.07	-131.1	-13.1	-0.06	-7.28
6	7	22.9	11.6	0.15	3.89	548.1	27.9	0.24	29.82
8	29	6.7	3.4	-0.09	-2.80	133.7	13.0	0.14	13.49
DISPLACEMENT									
LESS THAN 151	17	8.5	4.3	0.67	16.07	-131.1	-13.1	-0.06	-7.28
151 - 250	7	22.9	11.6	0.15	3.89	548.1	27.9	0.24	29.82
251 - 350	17	5.6	2.6	0.08	2.23	45.0	4.9	0.23	20.86
MORE THAN 350	12	8.3	4.7	-0.33	-11.26	259.5	22.1	0.02	1.71
INERTIA WEIGHT									
1800 - 2799	15	12.0	6.2	0.74	18.50	-154.1	-15.7	-0.07	-7.80
2800 - 3799	19	11.8	5.5	-0.18	-5.24	178.3	14.3	0.31	27.49
3800 - 4799	14	0.0	0.0	0.09	2.54	283.5	22.0	0.01	1.08
4800 - 5799	5	19.0	15.1	0.17	6.39	88.3	11.0	-0.02	-1.49
ALL VEHICLES	53	9.4	4.8	0.19	5.19	103.5	9.1	0.09	9.18

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

MODE : 30 MPH

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	2	175.0	7.1	0.47	0.18	1526.7	1782.7	2.65	2.33
CHRYSLER	13	328.8	183.6	2.90	2.08	861.9	749.2	0.85	0.41
FORD	14	258.9	101.9	3.42	1.88	539.6	420.4	0.60	0.51
GENERAL MOTORS	12	232.1	98.1	2.54	1.12	797.1	711.8	1.26	1.42
IMPORTS	12	260.8	112.7	2.70	2.05	755.7	410.4	1.32	1.42
NO. OF CYL.									
2	0								
4	17	256.2	107.2	2.99	2.18	766.0	400.4	1.05	1.25
6	7	250.7	51.4	3.07	1.96	1349.4	1079.8	0.79	0.49
8	29	277.8	153.6	2.66	1.63	620.0	569.6	1.12	1.16
DISPLACEMENT									
LESS THAN 151	17	256.2	107.2	2.99	2.18	766.0	400.4	1.05	1.25
151 - 250	7	250.7	51.4	3.07	1.96	1349.4	1079.8	0.79	0.49
251 - 350	17	290.0	102.6	2.54	1.78	613.9	662.5	1.21	1.34
MORE THAN 350	12	260.4	210.2	2.82	1.46	628.6	432.9	0.99	0.90
INERTIA WEIGHT									
1800 - 2799	15	231.0	83.2	2.35	1.29	835.2	373.3	1.15	1.31
2800 - 3799	19	296.6	99.8	3.07	2.19	706.0	832.3	1.21	1.28
3800 - 4799	14	299.3	191.6	2.93	1.92	922.1	661.0	0.60	0.21
4800 - 5799	5	175.0	72.6	2.94	1.82	319.0	128.4	1.46	1.29
ALL VEHICLES	53	267.3	129.2	2.82	1.84	763.1	645.2	1.05	1.12

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	2	122.5	38.9	0.45	0.07	655.3	289.6	2.45	2.05
CHRYSLER	13	290.4	152.4	2.90	2.07	1008.4	631.5	0.70	0.38
FORD	14	248.6	104.6	3.26	1.79	768.9	594.9	0.48	0.12
GENERAL MOTORS	12	223.3	101.9	2.66	1.13	742.7	417.0	1.14	1.13
IMPORTS	12	229.7	108.0	2.50	1.78	676.2	463.7	1.42	1.59
NO. OF CYL.									
2	0								
4	17	229.2	104.2	2.52	1.63	836.8	509.8	1.12	1.40
6	7	205.0	57.8	3.06	1.88	986.6	686.8	0.54	0.25
8	29	262.2	135.3	2.83	1.81	726.9	506.4	0.98	0.96
DISPLACEMENT									
LESS THAN 151	17	229.2	104.2	2.52	1.63	836.8	509.8	1.12	1.40
151 - 250	7	205.0	57.8	3.06	1.88	986.6	686.8	0.54	0.25
251 - 350	17	281.8	92.8	2.85	2.20	754.9	455.2	0.98	1.00
MORE THAN 350	12	234.6	180.6	2.80	1.15	687.2	590.4	0.98	0.95
INERTIA WEIGHT									
1800 - 2799	15	211.1	96.9	2.21	1.38	863.8	527.9	1.21	1.47
2800 - 3799	19	261.1	91.0	3.00	1.90	824.3	558.8	0.91	0.97
3800 - 4799	14	289.6	157.6	2.96	1.95	847.2	547.1	0.63	0.36
4800 - 5799	5	151.0	89.7	2.94	1.58	346.6	108.1	1.42	1.32
ALL VEHICLES	53	244.1	118.5	2.76	1.74	796.5	529.7	0.97	1.07

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	2	52.5	30.0	0.02	5.26	871.5	57.1	0.20	7.55
CHRYSLER	13	38.5	11.7	-0.00	-0.13	-146.5	-17.0	0.15	18.02
FORD	14	10.4	4.0	0.16	4.59	-229.3	-42.5	0.12	20.24
GENERAL MOTORS	12	8.8	3.8	-0.12	-4.59	54.4	6.8	0.12	9.27
IMPORTS	12	31.1	11.9	0.20	7.47	79.5	10.5	-0.09	-6.92
NO. OF CYL.									
2	0								
4	17	26.9	10.5	0.48	15.95	-70.8	-9.2	-0.07	-6.70
6	7	45.7	18.2	0.01	0.47	362.7	26.9	0.24	30.91
8	29	15.5	5.6	-0.17	-6.49	-106.9	-17.2	0.13	12.04
DISPLACEMENT									
LESS THAN 151	17	26.9	10.5	0.48	15.95	-70.8	-9.2	-0.07	-6.70
151 - 250	7	45.7	18.2	0.01	0.47	362.7	26.9	0.24	30.91
251 - 350	17	8.2	2.8	-0.31	-12.30	-141.0	-23.0	0.22	18.54
MORE THAN 350	12	25.8	9.9	0.03	0.89	-58.6	-9.3	0.01	0.84
INERTIA WEIGHT									
1800 - 2799	15	19.9	8.6	0.15	6.29	-28.5	-3.4	-0.07	-5.81
2800 - 3799	19	35.5	12.0	0.07	2.40	-118.3	-16.8	0.29	24.45
3800 - 4799	14	9.6	3.2	-0.03	-0.98	74.9	8.1	-0.03	-4.76
4800 - 5799	5	24.0	13.7	0.00	0.00	-27.6	-8.6	0.04	2.74
ALL VEHICLES	53	23.2	8.7	0.06	2.16	-33.3	-4.4	0.08	7.89

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

MODE : IDLE (D)

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	2	370.0	14.1	7.90	0.28	53.1	41.1	1.90	1.98
CHRYSLER	12	344.6	77.6	5.73	2.99	85.6	79.2	1.35	0.62
FORD	13	440.8	238.8	7.62	1.48	68.3	67.1	0.67	0.59
GENERAL MOTORS	10	453.0	321.9	4.63	2.26	50.9	21.5	2.30	2.56
IMPORTS	0								
NO. OF CYL.									
2	0								
4	2	227.5	130.8	4.80	3.39	72.6	17.7	0.80	0.85
6	7	365.7	39.8	6.24	2.70	95.8	88.8	0.91	0.59
8	28	432.9	247.0	6.31	2.51	61.2	55.0	1.56	1.73
DISPLACEMENT									
LESS THAN 151	2	227.5	130.8	4.80	3.39	72.6	17.7	0.80	0.85
151 - 250	7	365.7	39.8	6.24	2.70	95.8	88.8	0.91	0.59
251 - 350	17	413.5	208.6	6.26	2.37	53.7	31.0	1.70	1.83
MORE THAN 350	11	462.7	305.7	6.38	2.84	72.9	79.8	1.35	1.63
INERTIA WEIGHT									
1800 - 2799	2	227.5	130.8	4.80	3.39	72.6	17.7	0.80	0.85
2800 - 3799	17	404.4	192.7	6.40	2.36	64.8	61.2	1.52	1.58
3800 - 4799	13	367.3	133.1	6.26	2.96	82.5	75.1	1.08	1.34
4800 - 5799	5	606.0	406.8	6.02	2.17	42.2	21.6	2.02	2.28
ALL VEHICLES	37	409.1	221.7	6.21	2.53	68.4	61.5	1.40	1.55

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.									
AMER. MOTORS	2	187.5	53.0	1.02	0.53	79.7	87.3	2.95	3.04
CHRYSLER	12	172.9	33.6	1.18	0.66	116.3	68.8	1.32	0.83
FORD	13	324.6	257.4	2.01	1.56	115.0	67.7	1.05	1.08
GENERAL MOTORS	10	447.0	463.4	1.27	1.00	158.6	144.4	2.82	2.27
IMPORTS	0								
NO. OF CYL.									
2	0								
4	2	137.5	95.5	0.35	0.07	205.2	115.2	0.65	0.35
6	7	231.4	64.3	1.94	1.19	126.2	94.6	0.83	0.73
8	28	330.2	335.6	1.46	1.16	119.4	94.2	2.02	1.79
DISPLACEMENT									
LESS THAN 151	2	137.5	95.5	0.35	0.07	205.2	115.2	0.65	0.35
151 - 250	7	231.4	64.3	1.94	1.19	126.2	94.6	0.83	0.73
251 - 350	17	290.3	252.2	1.62	1.34	122.6	107.0	1.89	1.72
MORE THAN 350	11	391.8	442.0	1.20	0.80	114.4	74.7	2.21	1.96
INERTIA WEIGHT									
1800 - 2799	2	137.5	95.5	0.35	0.07	205.2	115.2	0.65	0.35
2800 - 3799	17	270.3	192.6	2.04	1.33	103.7	64.9	1.44	1.42
3800 - 4799	13	274.2	253.1	1.08	0.67	157.2	127.6	1.48	1.52
4800 - 5799	5	541.0	601.6	1.12	1.06	84.3	20.2	3.72	1.96
ALL VEHICLES	37	301.1	297.5	1.49	1.16	125.3	94.3	1.72	1.67

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	2	182.5	49.3	6.87	87.03	-26.6	-50.1	-1.05	-55.26
CHRYSLER	12	171.7	49.8	4.55	79.38	-30.7	-35.9	0.03	2.47
FORD	13	116.2	26.4	5.61	73.64	-46.7	-68.4	-0.38	-57.47
GENERAL MOTORS	10	6.0	1.3	3.36	72.60	-107.7	-211.6	-0.52	-22.61
IMPORTS	0								
NO. OF CYL.									
2	0								
4	2	90.0	39.6	4.45	92.71	-132.6	-182.5	0.15	18.75
6	7	134.3	36.7	4.30	68.91	-30.4	-31.8	0.09	9.38
8	28	102.7	23.7	4.85	76.93	-58.2	-95.0	-0.46	-29.29
DISPLACEMENT									
LESS THAN 151	2	90.0	39.6	4.45	92.71	-132.6	-182.5	0.15	18.75
151 - 250	7	134.3	36.7	4.30	68.91	-30.4	-31.8	0.09	9.38
251 - 350	17	123.2	29.8	4.64	74.12	-68.9	-128.4	-0.19	-11.42
MORE THAN 350	11	70.9	15.3	5.18	81.20	-41.5	-56.9	-0.86	-64.19
INERTIA WEIGHT									
1800 - 2799	2	90.0	39.6	4.45	92.71	-132.6	-182.5	0.15	18.75
2800 - 3799	17	134.1	33.2	4.37	68.19	-38.8	-59.9	0.08	5.41
3800 - 4799	13	93.1	25.3	5.17	82.67	-74.7	-90.6	-0.39	-36.17
4800 - 5799	5	65.0	10.7	4.90	81.40	-42.1	-99.8	-1.70	-84.16
ALL VEHICLES	37	108.0	26.4	4.73	76.07	-56.9	-83.2	-0.32	-23.02

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

MODE : IDLE (N)

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	2	340.0	7.1	7.90	0.57	40.6	26.2	2.05	2.19
CHRYSLER	13	455.0	469.3	5.85	3.05	78.0	106.4	1.34	0.64
FORD	14	478.2	366.4	7.74	1.74	42.2	14.0	0.71	0.61
GENERAL MOTORS	12	750.0	572.0	5.45	3.43	43.3	25.3	2.19	2.64
IMPORTS	12	664.2	412.3	5.85	3.31	42.6	20.5	1.70	1.62
NO. OF CYL.									
2	0								
4	17	640.6	525.8	6.24	3.24	47.0	19.6	1.35	1.47
6	7	367.9	119.9	5.94	2.81	49.4	15.8	0.90	0.54
8	29	579.1	457.7	6.48	2.87	54.2	74.4	1.68	1.85
DISPLACEMENT									
LESS THAN 151	17	640.6	525.8	6.24	3.24	47.0	19.6	1.35	1.47
151 - 250	7	367.9	119.9	5.94	2.81	49.4	15.8	0.90	0.54
251 - 350	17	490.9	320.3	6.55	2.82	41.4	18.9	1.72	1.99
MORE THAN 350	12	704.2	595.8	6.38	3.08	72.3	113.8	1.62	1.73
INERTIA WEIGHT									
1800 - 2799	15	658.7	553.5	5.81	3.20	47.0	20.9	1.49	1.52
2800 - 3799	19	436.6	234.6	6.70	2.76	42.4	12.6	1.40	1.67
3800 - 4799	14	555.4	501.5	6.55	3.04	75.6	104.1	1.24	1.42
4800 - 5799	5	862.0	573.0	5.92	3.13	29.3	14.2	2.36	2.37
ALL VEHICLES	53	570.9	454.6	6.33	2.94	51.2	56.0	1.47	1.62

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.									
AMER. MOTORS	2	215.0	77.8	1.05	0.92	34.1	39.7	3.65	3.89
CHRYSLER	13	220.4	314.2	1.50	0.91	68.2	18.9	1.32	0.97
FORD	14	233.6	227.0	1.93	1.72	60.6	12.5	1.06	1.28
GENERAL MOTORS	12	562.1	733.5	1.93	1.88	105.7	103.6	2.62	3.02
IMPORTS	12	587.5	594.5	2.40	1.67	51.9	18.2	2.02	1.76
NO. OF CYL.									
2	0								
4	17	468.5	530.6	2.24	1.97	60.6	22.3	1.61	1.61
6	7	182.1	75.4	1.59	0.76	64.5	30.5	0.77	0.42
8	29	383.4	545.1	1.77	1.43	76.2	69.8	2.14	2.35
DISPLACEMENT									
LESS THAN 151	17	468.5	530.6	2.24	1.97	60.6	22.3	1.61	1.61
151 - 250	7	182.1	75.4	1.59	0.76	64.5	30.5	0.77	0.42
251 - 350	17	321.8	484.5	1.84	1.59	86.2	88.6	1.85	2.21
MORE THAN 350	12	470.8	633.1	1.68	1.21	62.1	24.2	2.56	2.56
INERTIA WEIGHT									
1800 - 2799	15	497.0	559.6	2.33	2.04	60.7	23.9	1.74	1.67
2800 - 3799	19	225.0	202.7	1.96	1.51	59.1	19.6	1.28	1.55
3800 - 4799	14	360.7	562.1	1.59	0.90	98.3	95.5	1.59	2.03
4800 - 5799	5	716.0	837.4	1.25	1.56	56.6	29.7	4.42	2.83
ALL VEHICLES	53	384.2	505.1	1.90	1.55	69.7	54.2	1.79	2.00

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1973 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 121 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	2	125.0	36.8	6.85	86.71	6.5	16.0	-1.60	-78.05
CHRYSLER	13	234.6	51.6	4.34	74.28	9.8	12.6	0.02	1.72
FORD	14	244.6	51.2	5.81	75.05	-18.4	-43.6	-0.36	-50.51
GENERAL MOTORS	12	187.9	25.1	3.52	64.59	-62.3	-143.9	-0.42	-19.39
IMPORTS	12	76.7	11.5	3.45	58.95	-9.4	-22.0	-0.32	-18.63
NO. OF CYL.									
2	0								
4	17	172.1	26.9	4.00	64.11	-13.7	-29.1	-0.25	-18.70
6	7	185.7	50.5	4.36	73.32	-15.2	-30.7	0.13	14.29
8	29	195.7	33.8	4.71	72.62	-22.0	-40.7	-0.46	-27.46
DISPLACEMENT									
LESS THAN 151	17	172.1	26.9	4.00	64.11	-13.7	-29.1	-0.25	-18.70
151 - 250	7	185.7	50.5	4.36	73.32	-15.2	-30.7	0.13	14.29
251 - 350	17	169.1	34.5	4.71	71.95	-44.8	-108.2	-0.13	-7.51
MORE THAN 350	12	233.3	33.1	4.70	73.60	10.2	14.1	-0.93	-57.44
INERTIA WEIGHT									
1800 - 2799	15	161.7	24.5	3.48	59.90	-13.7	-29.1	-0.25	-16.52
2800 - 3799	19	211.6	48.5	4.74	70.78	-16.7	-39.4	0.12	8.27
3800 - 4799	14	194.6	35.0	4.96	75.74	-22.7	-30.1	-0.36	-28.90
4800 - 5799	5	146.0	16.9	4.67	78.82	-27.3	-93.4	-2.06	-87.29
ALL VEHICLES	53	186.8	32.7	4.43	70.02	-18.4	-36.0	-0.32	-21.51

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

MODE : 50 MPH

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	180.0	0.0	2.20	0.00	1766.9	0.0	0.80	0.00
FORD	5	193.0	122.8	0.98	0.54	2712.6	1046.7	1.16	0.45
GENERAL MOTORS	6	124.2	47.6	1.94	1.32	1348.9	640.2	2.52	1.67
IMPORTS	2	157.5	95.5	3.85	5.02	927.2	659.7	1.35	1.48
NO. OF CYL.									
2	0								
4	3	151.7	68.3	3.83	3.55	805.8	511.6	2.20	1.81
6	1	195.0	0.0	0.50	0.00	4081.4	0.0	1.10	0.00
8	10	155.5	96.2	1.44	0.86	1877.9	747.1	1.67	1.33
DISPLACEMENT									
LESS THAN 151	3	151.7	68.3	3.83	3.55	805.8	511.6	2.20	1.81
151 - 250	1	195.0	0.0	0.50	0.00	4081.4	0.0	1.10	0.00
251 - 350	4	156.3	42.3	1.86	1.16	1496.3	363.9	1.60	1.73
MORE THAN 350	6	155.0	124.9	1.17	0.53	2132.3	855.0	1.72	1.16
INERTIA WEIGHT									
1800 - 2799	4	162.5	59.8	3.00	3.34	1624.7	1690.2	1.92	1.58
2800 - 3799	4	143.7	30.9	1.37	0.65	1704.7	144.4	1.77	1.65
3800 - 4799	5	184.0	129.2	1.43	1.14	2197.4	936.8	1.58	1.38
4800 - 5799	1	60.0	0.0	1.80	0.00	972.6	0.0	1.70	0.00
ALL VEHICLES	14	157.5	85.1	1.89	1.90	1805.5	1029.4	1.74	1.34

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	185.0	0.0	2.80	0.00	1468.3	0.0	1.10	0.00
FORD	5	131.0	52.5	1.60	0.55	2120.3	867.5	0.92	0.28
GENERAL MOTORS	6	132.5	69.1	2.15	1.06	1213.2	729.2	2.32	1.92
IMPORTS	2	157.5	81.3	3.47	4.42	2185.4	2540.5	1.00	0.71
NO. OF CYL.									
2	0								
4	3	128.3	76.5	3.20	3.16	1637.8	2031.4	1.60	1.15
6	1	195.0	0.0	1.00	0.00	3384.5	0.0	0.60	0.00
8	10	137.0	57.4	2.00	0.88	1542.2	632.6	1.62	1.56
DISPLACEMENT									
LESS THAN 151	3	128.3	76.5	3.20	3.16	1637.8	2031.4	1.60	1.15
151 - 250	1	195.0	0.0	1.00	0.00	3384.5	0.0	0.60	0.00
251 - 350	4	187.5	38.0	2.36	1.12	1431.0	247.6	0.80	0.26
MORE THAN 350	6	103.3	40.8	1.77	0.69	1616.4	816.7	2.17	1.86
INERTIA WEIGHT									
1800 - 2799	4	145.0	70.8	2.65	2.81	2074.5	1874.5	1.35	1.07
2800 - 3799	4	180.0	34.9	1.94	0.83	1580.3	129.3	0.85	0.19
3800 - 4799	5	118.0	52.2	1.92	1.05	1766.9	645.1	1.78	1.88
4800 - 5799	1	60.0	0.0	2.70	0.00	266.2	0.0	3.90	0.00
ALL VEHICLES	14	139.3	58.8	2.19	1.56	1694.3	1072.5	1.54	1.40

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	-5.0	-2.8	-0.60	-27.27	298.6	16.9	-0.30	-37.50
FORD	5	62.0	32.1	-0.62	-63.27	592.3	21.8	0.24	20.69
GENERAL MOTORS	6	-8.3	-6.7	-0.21	-10.73	135.6	10.1	0.20	7.95
IMPORTS	2	0.0	0.0	0.38	9.74	-1258.3	-135.7	0.35	25.93
NO. OF CYL.									
2	0								
4	3	23.3	15.4	0.63	16.52	-832.0	-103.2	0.60	27.27
6	1	0.0	0.0	-0.50	-100.00	696.8	17.1	0.50	45.45
8	10	18.5	11.9	-0.56	-38.75	335.7	17.9	0.05	2.99
DISPLACEMENT									
LESS THAN 151	3	23.3	15.4	0.63	16.52	-832.0	-103.2	0.60	27.27
151 - 250	1	0.0	0.0	-0.50	-100.00	696.8	17.1	0.50	45.45
251 - 350	4	-31.3	-20.0	-0.50	-26.85	65.3	4.4	0.80	50.00
MORE THAN 350	6	51.7	33.3	-0.60	-51.43	515.9	24.2	-0.45	-26.21
INERTIA WEIGHT									
1800 - 2799	4	17.5	10.8	0.35	11.67	-449.8	-27.7	0.57	29.87
2800 - 3799	4	-36.2	-25.2	-0.56	-40.91	124.4	7.3	0.92	52.11
3800 - 4799	5	66.0	35.9	-0.49	-34.27	430.5	19.6	-0.20	-12.66
4800 - 5799	1	0.0	0.0	-0.90	-50.00	706.4	72.6	-2.20	-129.41
ALL VEHICLES	14	18.2	11.6	-0.30	-15.88	111.2	6.2	0.20	11.48

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

MODE : 30 MPH

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	250.0	0.0	0.70	0.00	778.1	0.0	1.30	0.00
FORD	5	206.0	93.8	1.20	0.47	1647.6	600.0	1.10	0.57
GENERAL MOTORS	6	204.2	70.5	2.42	1.33	886.2	533.5	2.93	2.14
IMPORTS	2	210.0	42.4	2.30	0.14	1025.2	450.7	1.35	1.34
NO. OF CYL.									
2	0								
4	3	206.7	30.6	2.43	0.25	864.3	423.3	2.87	2.79
6	1	340.0	0.0	1.80	0.00	2190.0	0.0	0.70	0.00
8	10	196.5	69.2	1.67	1.25	1160.1	596.8	1.78	1.35
DISPLACEMENT									
LESS THAN 151	3	206.7	30.6	2.43	0.25	864.3	423.3	2.87	2.79
151 - 250	1	340.0	0.0	1.80	0.00	2190.0	0.0	0.70	0.00
251 - 350	4	235.0	70.5	2.01	1.87	962.6	518.2	1.75	1.60
MORE THAN 350	6	170.8	60.4	1.45	0.74	1291.7	654.3	1.80	1.33
INERTIA WEIGHT									
1800 - 2799	4	240.0	71.2	2.27	0.38	1195.7	747.5	2.32	2.53
2800 - 3799	4	200.0	53.5	1.09	1.02	1190.0	374.1	2.10	1.38
3800 - 4799	5	210.0	81.9	1.94	1.43	1296.5	715.3	1.54	1.59
4800 - 5799	1	115.0	0.0	2.70	0.00	358.3	0.0	1.70	0.00
ALL VEHICLES	14	208.9	70.0	1.85	1.09	1170.3	613.1	1.94	1.68

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	265.0	0.0	1.30	0.00	1493.2	0.0	1.20	0.00
FORD	5	184.0	82.0	2.02	1.30	1270.9	492.5	0.94	0.42
GENERAL MOTORS	6	207.5	93.9	2.35	1.52	793.7	411.8	3.00	2.31
IMPORTS	2	215.0	21.2	2.25	1.34	1416.7	917.6	1.05	0.64
NO. OF CYL.									
2	0								
4	3	193.3	40.4	2.13	0.97	1128.8	818.4	2.50	2.55
6	1	320.0	0.0	3.40	0.00	1791.8	0.0	0.60	0.00
8	10	196.0	81.5	2.02	1.39	1026.5	453.3	1.79	1.69
DISPLACEMENT									
LESS THAN 151	3	193.3	40.4	2.13	0.97	1128.8	818.4	2.50	2.55
151 - 250	1	320.0	0.0	3.40	0.00	1791.8	0.0	0.60	0.00
251 - 350	4	266.2	74.1	1.97	1.94	1144.0	348.1	1.02	0.43
MORE THAN 350	6	149.2	45.7	2.05	1.11	948.2	528.0	2.30	2.06
INERTIA WEIGHT									
1800 - 2799	4	225.0	71.4	2.45	1.01	1294.5	745.9	2.02	2.29
2800 - 3799	4	228.7	52.3	0.92	0.50	1257.7	283.8	1.17	0.25
3800 - 4799	5	191.0	94.8	2.68	1.47	1014.1	403.1	1.82	2.16
4800 - 5799	1	90.0	0.0	3.10	0.00	164.2	0.0	4.10	0.00
ALL VEHICLES	14	204.3	77.2	2.14	1.27	1103.1	535.2	1.86	1.79

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

. TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	-15.0	-6.0	-0.60	-85.71	-715.1	-91.9	0.10	7.69
FORD	5	22.0	10.7	-0.82	-68.33	376.7	22.9	0.16	14.55
GENERAL MOTORS	6	-3.3	-1.6	0.07	3.09	92.	10.4	-0.07	-2.27
IMPORTS	2	-5.0	-2.4	0.05	2.17	-391.6	-38.2	0.30	22.22
NO. OF CYL.									
2	0								
4	3	13.3	6.5	0.30	12.33	-264.5	-30.6	0.37	12.79
6	1	20.0	5.9	-1.60	-88.89	398.2	18.2	0.10	14.29
8	10	0.5	0.3	-0.34	-20.60	133.5	11.5	-0.01	-0.56
DISPLACEMENT									
LESS THAN 151	3	13.3	6.5	0.30	12.33	-264.5	-30.6	0.37	12.79
151 - 250	1	20.0	5.9	-1.60	-88.89	398.2	18.2	0.10	14.29
251 - 350	4	-31.3	-13.3	0.04	1.86	-181.4	-18.8	0.73	41.43
MORE THAN 350	6	21.7	12.7	-0.60	-41.38	343.5	26.6	-0.50	-27.78
INERTIA WEIGHT									
1800 - 2799	4	15.0	6.3	-0.18	-7.69	-98.8	-8.3	0.30	12.90
2800 - 3799	4	-28.7	-14.4	0.16	14.94	-67.7	-5.7	0.93	44.05
3800 - 4799	5	19.0	9.0	-0.74	-38.14	282.4	21.8	-0.28	-18.18
4800 - 5799	1	25.0	21.7	-0.40	-14.81	194.2	54.2	-2.40	-141.18
ALL VEHICLES	14	4.6	2.2	-0.30	-16.05	67.2	5.7	0.08	4.06

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

MODE : IDLE (D)

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	180.0	0.0	2.00	0.00	113.6	0.0	1.90	0.00
FORD	5	247.0	91.4	3.48	1.83	139.7	37.9	0.88	0.47
GENERAL MOTORS	5	289.0	174.1	4.58	1.81	67.2	32.4	2.20	1.45
IMPORTS	0								
NO. OF CYL.									
2	0								
4	0								
6	1	340.0	0.0	3.70	0.00	161.6	0.0	0.50	0.00
8	10	252.0	132.9	3.86	1.92	98.6	46.7	1.68	1.18
DISPLACEMENT									
LESS THAN 151	0								
151 - 250	1	340.0	0.0	3.70	0.00	161.6	0.0	0.50	0.00
251 - 350	4	315.0	187.0	3.60	2.19	92.1	28.7	1.85	1.41
MORE THAN 350	6	210.0	74.4	4.03	1.91	103.0	58.0	1.57	1.13
INERTIA WEIGHT									
1800 - 2799	1	340.0	0.0	3.70	0.00	161.6	0.0	0.50	0.00
2800 - 3799	4	221.2	37.1	2.93	1.02	118.7	26.0	2.00	1.25
3800 - 4799	5	298.0	179.6	4.44	2.46	94.3	55.7	1.38	1.31
4800 - 5799	1	145.0	0.0	4.70	0.00	40.1	0.0	1.90	0.00
ALL VEHICLES	11	260.0	128.9	3.85	1.82	104.4	48.2	1.57	1.17

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	235.0	0.0	4.60	0.00	71.1	0.0	1.50	0.00
FORD	5	148.0	109.6	1.38	1.10	204.2	98.0	2.08	1.67
GENERAL MOTORS	5	209.0	125.2	2.47	2.57	80.1	32.2	3.52	2.22
IMPORTS	0								
NO. OF CYL.									
2	0								
4	0								
6	1	330.0	0.0	3.00	0.00	164.2	0.0	0.60	0.00
8	10	169.0	105.1	2.08	2.11	132.8	97.0	2.89	1.91
DISPLACEMENT									
LESS THAN 151	0								
151 - 250	1	330.0	0.0	3.00	0.00	164.2	0.0	0.60	0.00
251 - 350	4	258.7	113.2	3.09	2.97	81.9	24.2	2.12	1.73
MORE THAN 350	6	109.2	38.0	1.42	1.17	166.8	114.6	3.40	2.00
INERTIA WEIGHT									
1800 - 2799	1	330.0	0.0	3.00	0.00	164.2	0.0	0.60	0.00
2800 - 3799	4	195.0	28.6	1.86	1.92	119.4	92.9	2.25	1.58
3800 - 4799	5	157.0	151.3	1.98	2.58	162.6	105.7	3.04	2.25
4800 - 5799	1	125.0	0.0	3.50	0.00	38.1	0.0	4.70	0.00
ALL VEHICLES	11	183.6	110.9	2.17	2.02	135.7	92.5	2.68	1.94

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	NOX IMPR	NOX %IMPR	O2 IMPR	O2 %IMPR
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	-55.0	-30.6	-2.60	-130.00	42.5	37.4	0.40	21.05
FORD	5	99.0	40.1	2.10	60.34	-64.5	-46.1	-1.20	-136.36
GENERAL MOTORS	5	80.0	27.7	2.11	46.07	-12.9	-19.3	-1.32	-60.00
IMPORTS	0								
NO. OF CYL.									
2	0								
4	0								
6	1	10.0	2.9	0.70	18.92	-2.5	-1.6	-0.10	-20.00
8	10	83.0	32.9	1.78	45.98	-34.2	-34.7	-1.21	-72.02
DISPLACEMENT									
LESS THAN 151	0								
151 - 250	1	10.0	2.9	0.70	18.92	-2.5	-1.6	-0.10	-20.00
251 - 350	4	56.3	17.9	0.51	14.24	10.2	11.1	-0.28	-14.86
MORE THAN 350	6	100.8	48.0	2.62	64.88	-63.8	-61.9	-1.83	-117.02
INERTIA WEIGHT									
1800 - 2799	1	10.0	2.9	0.70	18.92	-2.5	-1.6	-0.10	-20.00
2800 - 3799	4	26.2	11.9	1.06	36.32	-0.7	-0.6	-0.25	-12.50
3800 - 4799	5	141.0	47.3	2.46	55.41	-68.3	-72.4	-1.66	-120.29
4800 - 5799	1	20.0	13.8	1.20	25.53	2.0	5.0	-2.80	-147.37
ALL VEHICLES	11	76.4	29.4	1.68	43.62	-31.3	-30.0	-1.11	-70.52

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES BEFORE MAINTENANCE

MODE : IDLE (N)

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	230.0	0.0	2.40	0.00	69.1	0.0	1.50	0.00
FORD	5	202.0	81.7	4.04	1.81	75.4	19.1	0.76	0.55
GENERAL MOTORS	6	200.0	103.2	4.12	1.89	41.3	15.7	2.37	1.53
IMPORTS	2	205.0	21.2	2.40	1.84	53.6	31.9	3.00	3.82
NO. OF CYL.									
2	0								
4	3	168.3	65.3	2.15	1.37	43.4	28.6	3.33	2.76
6	1	270.0	0.0	3.90	0.00	80.2	0.0	0.40	0.00
8	10	207.5	84.6	4.18	1.75	59.1	21.9	1.51	1.19
DISPLACEMENT									
LESS THAN 151	3	168.3	65.3	2.15	1.37	43.4	28.6	3.33	2.76
151 - 250	1	270.0	0.0	3.90	0.00	80.2	0.0	0.40	0.00
251 - 350	4	247.5	104.0	3.92	2.11	56.9	13.7	1.60	1.47
MORE THAN 350	6	180.8	65.2	4.35	1.67	60.5	27.2	1.45	1.12
INERTIA WEIGHT									
1800 - 2799	4	193.7	73.6	2.59	1.42	52.6	29.7	2.60	2.69
2800 - 3799	4	183.7	53.4	3.22	1.01	65.1	12.5	1.75	1.33
3800 - 4799	5	232.0	111.6	4.78	2.15	59.0	27.9	1.22	1.28
4800 - 5799	1	180.0	0.0	5.00	0.00	35.1	0.0	2.00	0.00
ALL VEHICLES	14	203.6	79.0	3.72	1.78	57.2	23.3	1.82	1.71

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		NOX		02	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	175.0	0.0	5.00	0.00	56.1	0.0	1.30	0.00
FORD	5	127.0	68.7	1.42	1.13	104.3	34.2	1.78	1.50
GENERAL MOTORS	6	146.7	71.5	2.22	2.05	49.4	18.0	3.07	2.28
IMPORTS	2	200.0	14.1	2.40	0.00	47.6	23.4	5.50	5.94
NO. OF CYL.									
2	0								
4	3	158.3	72.9	2.17	0.40	43.4	18.0	4.67	4.44
6	1	230.0	0.0	3.20	0.00	78.2	0.0	0.50	0.00
8	10	138.5	61.9	2.05	1.99	76.1	38.4	2.51	2.02
DISPLACEMENT									
LESS THAN 151	3	158.3	72.9	2.17	0.40	43.4	18.0	4.67	4.44
151 - 250	1	230.0	0.0	3.20	0.00	78.2	0.0	0.50	0.00
251 - 350	4	195.0	38.1	3.09	2.72	59.1	16.2	1.30	0.75
MORE THAN 350	6	100.8	42.0	1.36	1.11	87.4	46.0	3.32	2.25
INERTIA WEIGHT									
1800 - 2799	4	176.2	69.4	2.42	0.61	52.1	22.8	3.62	4.18
2800 - 3799	4	170.0	16.8	2.01	2.06	65.3	28.0	1.37	0.62
3800 - 4799	5	113.0	81.2	1.81	2.27	93.5	41.9	2.88	2.37
4800 - 5799	1	140.0	0.0	3.40	0.00	32.1	0.0	5.20	0.00
ALL VEHICLES	14	149.3	63.8	2.16	1.69	69.3	35.6	2.83	2.67

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , 02 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON PHASE 1 PASSED VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	0								
CHRYSLER	1	55.0	23.9	-2.60	-108.33	13.0	18.8	0.20	13.33
FORD	5	75.0	37.1	2.62	64.85	-28.9	-38.3	-1.02	-134.21
GENERAL MOTORS	6	53.3	26.7	1.91	46.26	-8.2	-19.8	-0.70	-29.58
IMPORTS	2	5.0	2.4	0.00	0.00	6.0	11.2	-2.50	-83.33
NO. OF CYL.									
2	0								
4	3	10.0	5.9	-0.02	-0.78	0.0	0.0	-1.33	-40.00
6	1	40.0	14.8	0.70	17.95	2.0	2.5	-0.10	-25.00
8	10	69.0	33.3	2.13	50.96	-17.1	-28.9	-1.00	-66.23
DISPLACEMENT									
LESS THAN 151	3	10.0	5.9	-0.02	-0.78	0.0	0.0	-1.33	-40.00
151 - 250	1	40.0	14.8	0.70	17.95	2.0	2.5	-0.10	-25.00
251 - 350	4	52.5	21.2	0.84	21.34	-2.3	-4.0	0.30	18.75
MORE THAN 350	6	80.0	44.2	2.99	68.77	-26.9	-44.5	-1.87	-128.74
INERTIA WEIGHT									
1800 - 2799	4	17.5	9.0	0.16	6.28	0.5	1.0	-1.02	-39.42
2800 - 3799	4	13.7	7.5	1.21	37.60	-0.2	-0.3	0.37	21.43
3800 - 4799	5	119.0	51.3	2.97	62.13	-34.5	-58.6	-1.66	-136.07
4800 - 5799	1	40.0	22.2	1.60	32.00	3.0	8.6	-3.20	-160.00
ALL VEHICLES	14	54.3	26.7	1.57	42.09	-12.0	-21.0	-1.01	-55.29

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

MODE : 50 MPH

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	2000.0	0.0	3.50	0.00	972.6	0.0	4.00	0.00
CHRYSLER	3	185.0	8.7	3.07	0.76	1675.7	467.1	0.67	0.23
FORD	6	180.8	113.8	2.08	2.74	2501.1	1070.0	1.07	0.46
GENERAL MOTORS	11	139.5	40.4	1.90	1.19	1584.1	628.0	1.70	1.51
IMPORTS	4	130.0	66.2	2.94	3.40	1395.9	1002.8	1.25	0.87
NO. OF CYL.									
2	0								
4	6	130.0	51.7	3.86	3.23	1265.0	849.7	1.58	1.34
6	3	796.7	1042.1	2.47	1.70	2381.5	1574.7	1.97	1.77
8	16	157.8	75.6	1.71	1.05	1830.0	666.0	1.29	1.15
DISPLACEMENT									
LESS THAN 151	6	130.0	51.7	3.86	3.23	1265.0	849.7	1.58	1.34
151 - 250	2	195.0	0.0	1.95	2.05	3085.9	1407.8	0.95	0.21
251 - 350	8	388.1	652.0	1.96	1.00	1625.6	568.9	1.55	1.58
MORE THAN 350	9	157.8	99.3	1.68	1.23	1916.5	768.2	1.37	1.07
INERTIA WEIGHT									
1800 - 2799	7	407.1	704.4	3.34	3.20	1671.7	1314.3	1.91	1.54
2800 - 3799	9	152.8	30.2	1.94	1.04	1766.5	495.9	1.23	1.14
3800 - 4799	8	176.2	98.8	1.91	1.43	1930.2	818.6	1.24	1.16
4800 - 5799	1	60.0	0.0	1.80	0.00	972.6	0.0	1.70	0.00
ALL VEHICLES	25	227.8	375.2	2.32	1.99	1760.6	864.3	1.44	1.23

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	85.0	0.0	0.40	0.00	3085.9	0.0	1.00	0.00
CHRYSLER	3	176.7	10.4	3.10	0.30	1700.6	320.0	0.73	0.32
FORD	6	125.0	49.2	1.78	0.66	2115.3	776.0	0.85	0.30
GENERAL MOTORS	11	130.9	52.4	1.94	1.05	1306.5	568.3	1.98	1.56
IMPORTS	4	136.2	64.5	2.71	3.05	1963.7	1554.6	1.10	0.43
NO. OF CYL.									
2	0								
4	6	118.3	57.7	2.70	2.37	1748.0	1342.1	1.28	0.85
6	3	148.3	56.9	1.60	1.59	2679.4	974.2	0.70	0.26
8	16	137.2	48.5	1.97	0.95	1536.3	542.0	1.54	1.35
DISPLACEMENT									
LESS THAN 151	6	118.3	57.7	2.70	2.37	1748.0	1342.1	1.28	0.85
151 - 250	2	180.0	21.2	2.20	1.70	2476.2	1284.6	0.55	0.07
251 - 350	8	150.6	52.9	2.03	1.20	1577.2	654.1	1.32	0.88
MORE THAN 350	9	119.4	42.2	1.75	0.82	1672.1	674.0	1.68	1.64
INERTIA WEIGHT									
1800 - 2799	7	118.6	60.4	1.99	2.29	2252.0	1377.8	1.17	0.82
2800 - 3799	9	157.2	39.5	2.36	1.06	1432.3	239.1	1.27	0.85
3800 - 4799	8	130.6	45.1	1.84	1.03	1773.2	522.1	1.37	1.53
4800 - 5799	1	60.0	0.0	2.70	0.00	266.2	0.0	3.90	0.00
ALL VEHICLES	25	134.0	50.3	2.10	1.44	1724.3	880.8	1.38	1.17

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	1	1915.0	95.7	3.10	88.57	-2113.3	-217.3	3.00	75.00
CHRYSLER	3	8.3	4.5	-0.03	-1.09	-24.9	-1.5	-0.07	-10.00
FORD	6	55.8	30.9	0.30	14.40	385.7	15.4	0.22	20.31
GENERAL MOTORS	11	8.6	6.2	-0.04	-2.15	277.6	17.5	-0.28	-16.58
IMPORTS	4	-6.3	-4.8	0.23	7.89	-567.9	-40.7	0.15	12.00
NO. OF CYL.									
2	0								
4	6	11.7	9.0	1.16	30.11	-483.0	-38.2	0.30	18.95
6	3	648.3	81.4	0.87	35.14	-297.9	-12.5	1.27	64.41
8	16	20.6	13.1	-0.27	-15.75	293.8	16.1	-0.25	-19.32
DISPLACEMENT									
LESS THAN 151	6	11.7	9.0	1.16	30.11	-483.0	-38.2	0.30	18.95
151 - 250	2	15.0	7.7	-0.25	-12.82	609.7	19.8	0.40	42.11
251 - 350	8	237.5	61.2	-0.07	-3.50	48.5	3.0	0.22	14.52
MORE THAN 350	9	38.3	24.3	-0.07	-4.30	244.4	12.8	-0.31	-22.76
INERTIA WEIGHT									
1800 - 2799	7	288.6	70.9	1.35	40.55	-580.3	-34.7	0.74	38.81
2800 - 3799	9	-4.4	-2.9	-0.42	-21.78	334.2	18.9	-0.03	-2.70
3800 - 4799	8	45.6	25.9	0.06	3.28	157.1	8.1	-0.14	-11.11
4800 - 5799	1	0.0	0.0	-0.90	-50.00	706.4	72.6	-2.20	-129.41
ALL VEHICLES	25	93.8	41.2	0.21	9.12	36.4	2.1	0.06	4.43

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

MODE : 30 MPH

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	2000.0	0.0	2.90	0.00	860.0	0.0	4.20	0.00
CHRYSLER	3	300.0	70.0	2.87	2.15	946.6	170.9	0.80	0.44
FORD	6	183.3	100.6	1.43	0.71	1887.3	795.5	1.10	0.51
GENERAL MOTORS	11	240.9	70.6	2.49	1.42	998.1	537.8	1.89	1.93
IMPORTS	4	190.0	49.8	1.75	0.90	1163.9	639.7	1.10	0.83
NO. OF CYL.									
2	0								
4	6	171.7	63.1	2.05	0.84	1380.7	1002.6	1.90	2.06
6	3	906.7	947.1	3.23	1.63	1330.6	745.3	1.83	2.05
8	16	228.7	72.2	2.03	1.39	1148.9	548.5	1.34	1.21
DISPLACEMENT									
LESS THAN 151	6	171.7	63.1	2.05	0.84	1380.7	1002.6	1.90	2.06
151 - 250	2	360.0	28.3	3.40	2.26	1566.0	882.5	0.65	0.07
251 - 350	8	483.1	616.0	2.61	1.70	923.2	459.7	1.60	1.61
MORE THAN 350	9	199.4	65.3	1.61	0.81	1317.4	553.9	1.43	1.19
INERTIA WEIGHT									
1800 - 2799	7	450.7	688.5	2.15	0.84	1334.7	963.0	2.20	2.10
2800 - 3799	9	257.8	78.0	2.36	1.80	1152.0	504.6	1.28	1.16
3800 - 4799	8	227.5	67.6	1.94	1.20	1323.6	580.5	1.22	1.28
4800 - 5799	1	115.0	0.0	2.70	0.00	358.3	0.0	1.70	0.00
ALL VEHICLES	25	296.4	363.8	2.18	1.31	1226.3	674.6	1.54	1.49

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.									
AMER. MOTORS	1	160.0	0.0	1.25	0.00	614.3	0.0	0.50	0.00
CHRYSLER	3	256.7	10.4	2.47	1.61	1389.0	415.1	0.80	0.36
FORD	6	180.0	74.0	2.03	1.16	1324.5	459.7	0.88	0.40
GENERAL MOTORS	11	205.9	79.3	1.97	1.26	852.7	413.5	2.35	1.94
IMPORTS	4	197.5	34.0	1.65	1.19	1262.1	563.6	1.12	0.41
NO. OF CYL.									
2	0								
4	6	183.3	34.4	1.77	0.94	1199.0	555.2	1.75	1.83
6	3	246.7	80.8	2.98	1.57	1112.6	609.2	0.53	0.06
8	16	201.6	73.4	1.85	1.18	1039.1	463.9	1.65	1.46
DISPLACEMENT									
LESS THAN 151	6	183.3	34.4	1.77	0.94	1199.0	555.2	1.75	1.83
151 - 250	2	290.0	42.4	3.85	0.64	1361.8	608.2	0.55	0.07
251 - 350	8	229.4	71.9	1.81	1.39	908.7	418.7	1.39	0.93
MORE THAN 350	9	172.2	63.5	1.82	0.98	1107.7	500.3	1.76	1.82
INERTIA WEIGHT									
1800 - 2799	7	204.3	59.1	1.93	1.09	1225.7	605.2	1.46	1.77
2800 - 3799	9	215.0	53.7	1.67	1.21	1006.9	389.0	1.46	0.82
3800 - 4799	8	201.2	84.2	2.19	1.33	1168.9	399.9	1.39	1.74
4800 - 5799	1	90.0	0.0	3.10	0.00	164.2	0.0	4.10	0.00
ALL VEHICLES	25	202.6	67.0	1.97	1.18	1086.3	484.1	1.54	1.48

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	1	1840.0	92.0	1.65	56.90	245.7	28.6	3.70	88.10
CHRYSLER	3	43.3	14.4	0.40	13.95	-442.3	-46.7	0.00	0.00
FORD	6	3.3	1.8	-0.60	-41.86	562.8	29.8	0.22	19.70
GENERAL MOTORS	11	35.0	14.5	0.51	20.66	145.3	14.6	-0.45	-24.04
IMPORTS	4	-7.5	-3.9	0.10	5.98	-98.2	-8.4	-0.02	-2.27
NO. OF CYL.									
2	0								
4	6	-11.7	-6.8	0.29	13.96	181.7	13.2	0.15	7.89
6	3	660.0	72.8	0.25	7.73	218.0	16.4	1.30	70.91
8	16	27.2	11.9	0.18	8.78	109.8	9.6	-0.31	-22.79
DISPLACEMENT									
LESS THAN 151	6	-11.7	-6.8	0.29	13.96	181.7	13.2	0.15	7.89
151 - 250	2	70.0	19.4	-0.45	-13.24	204.2	13.0	0.10	15.38
251 - 350	8	253.7	52.5	0.80	30.70	14.5	1.6	0.21	13.28
MORE THAN 350	9	27.2	13.6	-0.21	-13.10	209.7	15.9	-0.32	-22.48
INERTIA WEIGHT									
1800 - 2799	7	246.4	54.7	0.22	10.12	109.1	8.2	0.74	33.77
2800 - 3799	9	42.8	16.6	0.69	29.18	145.1	12.6	-0.18	-13.91
3800 - 4799	8	26.2	11.5	-0.25	-12.90	154.7	11.7	-0.16	-13.27
4800 - 5799	1	25.0	21.7	-0.40	-14.81	194.2	54.2	-2.40	-141.18
ALL VEHICLES	25	93.8	31.6	0.21	9.77	140.0	11.4	-0.00	-0.26

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

MODE : IDLE (D)

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.									
AMER. MOTORS	1	2000.0	0.0	8.60	0.00	54.1	0.0	4.10	0.00
CHRYSLER	3	493.3	412.0	7.00	4.36	55.3	53.4	1.57	0.67
FORD	5	247.0	91.4	3.48	1.83	139.7	37.9	0.88	0.47
GENERAL MOTORS	10	435.5	235.0	6.25	2.68	62.0	31.2	1.62	1.19
IMPORTS	0								
NO. OF CYL.									
2	0								
4	0								
6	3	1100.0	838.8	7.43	3.31	74.9	78.4	2.20	1.81
8	16	360.6	213.5	5.45	2.89	82.1	45.7	1.42	1.01
DISPLACEMENT									
LESS THAN 151	0								
151 - 250	2	650.0	438.4	6.85	4.45	85.3	107.9	1.25	1.06
251 - 350	8	601.2	601.5	6.46	3.41	67.1	33.7	1.75	1.44
MORE THAN 350	9	328.9	214.0	4.90	2.30	92.4	51.7	1.43	0.93
INERTIA WEIGHT									
1800 - 2799	2	1170.0	1173.8	6.15	3.46	107.9	76.0	2.30	2.55
2800 - 3799	8	424.4	293.7	6.30	3.69	74.8	51.3	1.56	1.05
3800 - 4799	8	398.7	223.2	5.26	2.50	85.6	47.8	1.30	1.02
4800 - 5799	1	145.0	0.0	4.70	0.00	40.1	0.0	1.90	0.00
ALL VEHICLES	19	477.4	439.2	5.76	2.95	81.0	49.3	1.55	1.14

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.									
AMER. MOTORS	1	190.0	0.0	2.60	0.00	136.4	0.0	0.50	0.00
CHRYSLER	3	170.0	73.7	2.38	2.15	73.5	9.7	1.53	0.35
FORD	5	148.0	109.6	1.38	1.10	204.2	98.0	2.08	1.67
GENERAL MOTORS	10	246.5	154.1	2.24	1.97	120.7	86.9	2.66	2.01
IMPORTS	0								
NO. OF CYL.									
2	0								
4	0								
6	3	235.0	82.3	2.62	0.38	121.9	51.1	0.77	0.38
8	16	200.0	139.8	1.95	1.84	138.7	95.9	2.49	1.76
DISPLACEMENT									
LESS THAN 151	0								
151 - 250	2	257.5	102.5	2.62	0.53	114.6	70.0	0.90	0.42
251 - 350	8	236.9	98.8	2.62	2.28	104.9	61.9	2.07	1.56
MORE THAN 350	9	166.1	159.6	1.42	1.05	168.4	108.4	2.63	1.99
INERTIA WEIGHT									
1800 - 2799	2	260.0	99.0	2.80	0.28	150.3	19.6	0.55	0.07
2800 - 3799	8	204.4	64.9	1.97	1.65	114.7	84.0	2.22	1.40
3800 - 4799	8	203.1	192.0	1.77	2.05	166.0	102.2	2.31	2.02
4800 - 5799	1	125.0	0.0	3.50	0.00	38.1	0.0	4.70	0.00
ALL VEHICLES	19	205.5	131.2	2.06	1.71	136.0	89.4	2.22	1.73

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	NOX IMPR	NOX %IMPR	O2 IMPR	O2 %IMPR
VEHICLE MFG.									
AMER. MOTORS	1	1810.0	90.5	6.00	69.77	-82.3	-152.0	3.60	87.80
CHRYSLER	3	323.3	65.5	4.62	65.95	-18.2	-33.0	0.03	2.13
FORD	5	99.0	40.1	2.10	60.34	-64.5	-46.1	-1.20	-136.36
GENERAL MOTORS	10	189.0	43.4	4.01	64.16	-58.6	-94.5	-1.04	-64.20
IMPORTS	0								
NO. OF CYL.									
2	0								
4	0								
6	3	865.0	78.6	4.82	64.80	-47.0	-62.7	1.43	65.15
8	16	160.6	44.5	3.50	64.22	-56.5	-68.9	-1.06	-74.56
DISPLACEMENT									
LESS THAN 151	0								
151 - 250	2	392.5	60.4	4.22	61.68	-29.3	-34.4	0.35	28.00
251 - 350	8	364.4	60.6	3.84	59.38	-37.8	-56.4	-0.32	-18.57
MORE THAN 350	9	162.8	49.5	3.48	70.98	-76.1	-82.3	-1.20	-83.72
INERTIA WEIGHT									
1800 - 2799	2	910.0	77.8	3.35	54.47	-42.4	-39.3	1.75	76.09
2800 - 3799	8	220.0	51.8	4.33	68.75	-40.0	-53.5	-0.66	-42.40
3800 - 4799	8	195.6	49.1	3.49	66.27	-80.4	-93.9	-1.01	-77.88
4800 - 5799	1	20.0	13.8	1.20	25.53	2.0	5.0	-2.80	-147.37
ALL VEHICLES	19	271.8	56.9	3.71	64.34	-55.0	-68.0	-0.67	-43.20

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES BEFORE MAINTENANCE

MODE : IDLE (N)

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	2000.0	0.0	8.60	0.00	40.1	0.0	4.00	0.00
CHRYSLER	3	623.3	580.5	7.20	4.18	38.1	29.7	1.43	0.70
FORD	6	300.0	250.9	4.90	2.65	69.9	21.9	1.07	0.90
GENERAL MOTORS	11	404.1	302.2	5.78	2.73	38.2	15.1	1.78	1.31
IMPORTS	4	310.0	149.0	5.02	3.22	63.4	27.6	1.72	2.65
NO. OF CYL.									
2	0								
4	6	354.2	257.5	5.16	3.46	53.1	27.3	2.25	2.25
6	3	1186.7	869.6	7.50	3.20	43.4	35.2	2.17	1.80
8	16	354.4	261.3	5.61	2.64	49.9	22.3	1.32	0.99
DISPLACEMENT									
LESS THAN 151	6	354.2	257.5	5.16	3.46	53.1	27.3	2.25	2.25
151 - 250	2	780.0	721.2	6.95	4.31	45.1	49.6	1.25	1.20
251 - 350	8	573.1	614.5	6.54	3.14	43.6	19.2	1.62	1.44
MORE THAN 350	9	342.8	296.9	5.12	2.11	54.4	23.6	1.36	0.92
INERTIA WEIGHT									
1800 - 2799	7	583.6	668.0	5.16	3.38	49.2	21.8	2.49	2.18
2800 - 3799	9	436.7	384.2	6.47	3.23	49.5	29.6	1.36	1.03
3800 - 4799	8	395.0	296.6	5.49	2.27	52.6	23.1	1.20	0.99
4800 - 5799	1	180.0	0.0	5.00	0.00	35.1	0.0	2.00	0.00
ALL VEHICLES	25	454.2	442.4	5.73	2.86	49.9	24.0	1.65	1.46

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	150.0	0.0	2.20	0.00	96.2	0.0	0.60	0.00
CHRYSLER	3	148.3	41.9	3.05	2.28	59.1	6.1	1.30	0.30
FORD	6	129.2	61.7	1.72	1.24	97.5	34.9	1.67	1.37
GENERAL MOTORS	11	180.0	150.2	2.25	1.71	67.8	50.9	2.39	1.98
IMPORTS	4	262.5	118.7	3.52	1.47	69.0	39.2	3.32	4.28
NO. OF CYL.									
2	0								
4	6	210.8	123.6	3.17	1.35	62.4	33.2	2.90	3.44
6	3	183.3	41.6	3.00	0.72	76.5	20.6	0.70	0.26
8	16	161.6	128.1	2.03	1.76	79.8	47.6	2.16	1.77
DISPLACEMENT									
LESS THAN 151	6	210.8	123.6	3.17	1.35	62.4	33.2	2.90	3.44
151 - 250	2	200.0	42.4	3.40	0.28	66.6	16.3	0.75	0.35
251 - 350	8	163.7	49.9	2.67	2.13	63.1	18.5	1.54	1.08
MORE THAN 350	9	158.3	169.0	1.48	1.03	96.4	58.2	2.54	2.15
INERTIA WEIGHT									
1800 - 2799	7	205.0	115.7	2.70	0.72	70.2	32.8	2.39	3.34
2800 - 3799	9	160.0	38.8	2.66	2.00	60.7	18.9	1.64	0.92
3800 - 4799	8	173.1	183.2	1.77	1.80	101.3	57.2	2.17	2.07
4800 - 5799	1	140.0	0.0	3.40	0.00	32.1	0.0	5.20	0.00
ALL VEHICLES	25	176.0	118.4	2.42	1.62	75.2	41.7	2.16	2.20

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL PHASE 1 VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1972 MODEL-YEAR VEHICLES

.TOTAL SAMPLE SIZE 25 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	1	1850.0	92.5	6.40	74.42	-56.1	-140.0	3.40	85.00
CHRYSLER	3	475.0	76.2	4.15	57.64	-21.0	-55.3	0.13	9.30
FORD	6	170.8	56.9	3.18	64.97	-27.6	-39.5	-0.60	-56.25
GENERAL MOTORS	11	224.1	55.5	3.53	61.13	-29.6	-77.6	-0.61	-34.18
IMPORTS	4	47.5	15.3	1.50	29.85	-5.6	-8.9	-1.60	-92.75
NO. OF CYL.									
2	0								
4	6	143.3	40.5	1.99	38.61	-9.3	-17.5	-0.65	-28.89
6	3	1003.3	84.6	4.50	60.00	-33.1	-76.2	1.47	67.69
8	16	192.8	54.4	3.58	63.86	-29.9	-60.0	-0.84	-63.21
DISPLACEMENT									
LESS THAN 151	6	143.3	40.5	1.99	38.61	-9.3	-17.5	-0.65	-28.89
151 - 250	2	580.0	74.4	3.55	51.08	-21.5	-47.8	0.50	40.00
251 - 350	8	409.4	71.4	3.87	59.18	-19.5	-44.8	0.09	5.38
MORE THAN 350	9	184.4	53.8	3.64	71.15	-42.0	-77.3	-1.19	-87.70
INERTIA WEIGHT									
1800 - 2799	7	378.6	64.9	2.46	47.72	-21.0	-42.6	0.10	4.02
2800 - 3799	9	276.7	63.4	3.81	58.85	-11.1	-22.4	-0.29	-21.31
3800 - 4799	8	221.9	56.2	3.71	67.65	-48.7	-92.5	-0.97	-81.25
4800 - 5799	1	40.0	22.2	1.60	32.00	3.0	8.6	-3.20	-160.00
ALL VEHICLES	25	278.2	61.3	3.31	57.80	-25.3	-50.8	-0.52	-31.31

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

MODE : 50 MPH

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	2	1115.0	1251.6	4.25	1.06	824.2	209.9	2.25	2.47
CHRYSLER	10	224.5	69.0	4.12	1.38	1159.8	529.9	0.69	0.28
FORD	14	218.2	91.9	4.10	2.41	1212.1	608.4	0.88	0.46
GENERAL MOTORS	16	162.5	43.4	1.88	1.00	1513.8	717.6	1.13	0.71
IMPORTS	8	175.6	73.2	2.70	2.40	1721.2	1009.3	0.86	0.55
NO. OF CYL.									
2	0								
4	14	205.4	94.9	4.14	2.77	1414.0	870.5	0.89	0.55
6	8	430.6	634.8	3.54	1.47	1312.6	731.7	1.21	1.19
8	28	186.2	68.9	2.59	1.51	1353.9	646.4	0.95	0.59
DISPLACEMENT									
LESS THAN 151	14	205.4	94.9	4.14	2.77	1414.0	870.5	0.89	0.55
151 - 250	7	206.4	31.1	3.55	1.58	1361.2	776.3	0.81	0.42
251 - 350	17	306.8	441.7	2.39	1.35	1319.7	766.0	1.18	0.91
MORE THAN 350	12	166.7	64.2	2.94	1.70	1370.5	428.3	0.88	0.63
INERTIA WEIGHT									
1800 - 2799	17	320.0	441.0	4.14	2.60	1356.4	891.2	0.99	0.93
2800 - 3799	19	203.2	62.3	2.59	1.34	1465.2	679.5	0.94	0.37
3800 - 4799	13	161.2	62.8	2.85	1.71	1312.5	451.0	1.01	0.80
4800 - 5799	1	140.0	0.0	2.20	0.00	245.7	0.0	0.90	0.00
ALL VEHICLES	50	230.7	265.3	3.18	2.02	1364.1	713.4	0.97	0.70

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	2	165.0	113.1	2.35	2.76	2049.8	1465.3	0.75	0.35
CHRYSLER	10	193.5	45.6	3.84	1.44	1157.1	586.5	0.64	0.42
FORD	14	217.1	90.0	3.38	2.30	1532.5	778.1	0.76	0.47
GENERAL MOTORS	16	148.7	48.4	1.88	1.09	1222.8	446.2	1.32	0.83
IMPORTS	8	145.0	75.4	2.11	2.33	1402.5	788.4	1.30	1.26
NO. OF CYL.									
2	0								
4	14	191.1	110.8	3.41	2.80	1263.6	764.2	0.99	1.01
6	8	181.2	49.8	2.74	1.37	1794.3	986.5	0.75	0.47
8	28	168.6	53.2	2.42	1.49	1280.9	484.1	1.08	0.75
DISPLACEMENT									
LESS THAN 151	14	191.1	110.8	3.41	2.80	1263.6	764.2	0.99	1.01
151 - 250	7	195.0	33.7	3.07	1.07	1609.7	904.2	0.71	0.49
251 - 350	17	165.0	59.4	2.20	1.32	1262.7	596.4	1.23	0.80
MORE THAN 350	12	166.7	49.1	2.57	1.79	1457.0	565.4	0.86	0.61
INERTIA WEIGHT									
1800 - 2799	17	193.2	104.4	3.19	2.64	1381.4	948.9	0.91	0.93
2800 - 3799	19	170.8	50.9	2.58	1.26	1302.9	460.8	1.18	0.74
3800 - 4799	13	164.2	50.0	2.45	1.79	1394.4	591.4	0.90	0.71
4800 - 5799	1	180.0	0.0	2.40	0.00	1543.0	0.0	0.60	0.00
ALL VEHICLES	50	176.9	72.6	2.75	1.94	1358.2	678.3	1.00	0.79

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : 50 MPH

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	2	950.0	85.2	1.90	44.71	-1225.6	-148.7	1.50	66.67
CHRYSLER	10	31.0	13.8	0.28	6.80	2.7	0.2	0.05	7.25
FORD	14	1.1	0.5	0.71	17.44	-320.4	-26.4	0.12	13.82
GENERAL MOTORS	16	13.7	8.5	0.00	0.17	291.0	19.2	-0.19	-17.13
IMPORTS	8	30.6	17.4	0.59	21.69	318.7	18.5	-0.44	-50.72
NO. OF CYL.									
2	0								
4	14	14.3	7.0	0.73	17.73	150.3	10.6	-0.11	-12.10
6	8	249.4	57.9	0.81	22.75	-481.7	-36.7	0.46	38.14
8	28	17.7	9.5	0.16	6.35	73.0	5.4	-0.13	-13.53
DISPLACEMENT									
LESS THAN 151	14	14.3	7.0	0.73	17.73	150.3	10.6	-0.11	-12.10
151 - 250	7	11.4	5.5	0.48	13.48	-248.6	-18.3	0.10	12.28
251 - 350	17	141.8	46.2	0.19	8.12	56.9	4.3	-0.05	-4.50
MORE THAN 350	12	0.0	0.0	0.37	12.46	-86.5	-6.3	0.02	2.83
INERTIA WEIGHT									
1800 - 2799	17	126.8	39.6	0.95	23.04	-25.1	-1.8	0.09	8.88
2800 - 3799	19	32.4	15.9	0.01	0.20	162.3	11.1	-0.24	-25.84
3800 - 4799	13	-3.1	-1.9	0.40	14.05	-82.0	-6.2	0.11	10.69
4800 - 5799	1	-40.0	-28.6	-0.20	-9.09	-1297.2	-527.9	0.30	33.33
ALL VEHICLES	50	53.8	23.3	0.43	13.43	5.9	0.4	-0.03	-2.87

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

MODE : 30 MPH

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MCTORS	2	1225.0	1096.0	2.95	0.07	839.5	29.0	2.40	2.55
CHRYSLER	10	330.5	99.5	3.60	1.66	1001.7	395.4	0.67	0.22
FORD	14	302.5	132.5	3.02	2.54	1125.3	898.9	0.97	0.70
GENERAL MOTORS	16	323.1	192.7	2.38	1.44	904.4	588.4	1.11	0.90
IMPORTS	8	198.7	52.6	1.01	0.65	1280.3	530.1	0.95	0.50
NO. OF CYL.									
2	0								
4	14	248.2	123.4	1.79	1.98	1424.5	847.1	1.09	0.72
6	8	573.7	578.1	4.56	2.30	869.6	417.1	1.09	1.29
8	28	310.2	164.3	2.46	1.33	902.3	496.1	0.95	0.71
DISPLACEMENT									
LESS THAN 151	14	248.2	123.4	1.79	1.98	1424.5	847.1	1.09	0.72
151 - 250	7	370.0	49.7	4.80	2.38	871.0	450.5	0.64	0.31
251 - 350	17	454.7	440.1	2.49	1.16	868.4	519.2	1.18	1.04
MORE THAN 350	12	246.2	85.9	2.45	1.54	946.6	456.3	0.89	0.75
INERTIA WEIGHT									
1800 - 2799	17	378.2	436.4	2.50	2.61	1225.1	828.5	1.18	1.05
2800 - 3799	19	365.3	173.6	2.74	1.55	1053.5	500.2	0.92	0.57
3800 - 4799	13	243.1	83.2	2.59	1.39	855.9	482.5	0.96	0.82
4800 - 5799	1	220.0	0.0	2.20	0.00	191.9	0.0	0.50	0.00
ALL VEHICLES	50	335.0	280.1	2.61	1.90	1043.3	639.3	1.01	0.81

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.									
AMER. MOTORS	2	277.5	166.2	2.47	1.73	660.4	65.2	0.55	0.07
CHRYSLER	10	251.0	66.9	2.92	1.98	1029.8	613.2	0.70	0.41
FORD	14	266.1	127.5	1.69	1.32	1288.4	666.4	0.90	0.43
GENERAL MOTORS	16	252.2	113.6	2.06	1.34	698.0	370.2	1.42	0.99
IMPORTS	8	191.2	71.4	1.05	0.72	1112.1	629.1	1.35	1.38
NO. OF CYL.									
2	0								
4	14	241.1	131.1	1.22	1.02	1253.9	770.6	1.18	1.06
6	8	297.5	78.2	3.48	1.79	957.4	666.2	0.61	0.45
8	28	235.7	96.3	1.94	1.32	875.3	420.4	1.17	0.83
DISPLACEMENT									
LESS THAN 151	14	241.1	131.1	1.22	1.02	1253.9	770.6	1.18	1.06
151 - 250	7	317.1	59.4	3.80	1.67	1006.4	703.9	0.63	0.48
251 - 350	17	258.8	108.1	1.89	1.25	726.4	316.0	1.31	0.89
MORE THAN 350	12	196.7	61.6	1.94	1.43	1064.5	470.6	0.92	0.71
INERTIA WEIGHT									
1800 - 2799	17	259.7	127.5	1.68	1.44	1117.4	772.3	1.00	1.00
2800 - 3799	19	263.7	106.7	2.21	1.69	876.4	472.7	1.32	0.84
3800 - 4799	13	204.6	60.4	1.99	1.33	1007.8	488.3	0.92	0.72
4800 - 5799	1	270.0	0.0	2.70	0.00	972.6	0.0	0.40	0.00
ALL VEHICLES	50	247.1	105.1	1.98	1.49	994.4	588.1	1.09	0.87

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : 30 MPH

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
VEHICLE MFG.									
AMER. MOTORS	2	947.5	77.3	0.48	16.10	179.2	21.3	1.85	77.08
CHRYSLER	10	79.5	24.1	0.69	19.00	-28.2	-2.8	-0.03	-4.48
FORD	14	36.4	12.0	1.34	44.27	-163.1	-14.5	0.07	7.35
GENERAL MOTORS	16	70.9	22.0	0.32	13.52	206.4	22.8	-0.31	-28.09
IMPORTS	8	7.5	3.8	-0.04	-3.72	168.2	13.1	-0.40	-42.11
NO. OF CYL.									
2	0								
4	14	7.1	2.9	0.58	32.25	170.7	12.0	-0.09	-7.84
6	8	276.2	48.1	1.08	23.70	-87.7	-10.1	0.47	43.68
8	28	74.5	24.0	0.52	21.28	27.0	3.0	-0.23	-24.15
DISPLACEMENT									
LESS THAN 151	14	7.1	2.9	0.58	32.25	170.7	12.0	-0.09	-7.84
151 - 250	7	52.9	14.3	1.00	20.83	-135.4	-15.5	0.01	2.22
251 - 350	17	195.9	43.1	0.60	23.97	142.0	16.4	-0.14	-11.50
MORE THAN 350	12	49.6	20.1	0.51	20.92	-117.8	-12.4	-0.03	-3.74
INERTIA WEIGHT									
1800 - 2799	17	118.5	31.3	0.82	32.77	107.7	8.8	0.18	15.00
2800 - 3799	19	101.6	27.8	0.53	19.46	177.1	16.8	-0.39	-42.86
3800 - 4799	13	38.5	15.8	0.60	23.29	-151.9	-17.7	0.05	4.80
4800 - 5799	1	-50.0	-22.7	-0.50	-22.73	-780.7	-406.7	0.10	20.00
ALL VEHICLES	50	87.9	26.2	0.63	24.07	48.8	4.7	-0.08	-7.52

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

MODE : IDLE (D)

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	2000.0	0.0	8.60	0.00	54.1	0.0	4.10	0.00
CHRYSLER	9	580.0	404.0	7.96	2.43	39.1	22.3	1.09	0.55
FORD	10	669.5	524.1	5.98	3.63	136.8	226.6	1.02	0.97
GENERAL MOTORS	14	501.4	170.4	8.11	1.87	46.3	24.7	1.27	0.95
IMPORTS	2	455.0	176.8	7.35	0.78	64.1	25.5	0.75	0.49
NO. OF CYL.									
2	0								
4	4	538.7	280.7	6.37	2.44	68.6	16.6	0.77	0.43
6	5	914.0	666.5	8.96	1.24	197.4	322.2	1.40	1.68
8	27	560.0	382.9	7.33	2.79	47.7	31.4	1.23	0.86
DISPLACEMENT									
LESS THAN 151	4	538.7	280.7	6.37	2.44	68.6	16.6	0.77	0.43
151 - 250	4	642.5	317.5	9.05	1.42	233.2	360.4	0.72	0.85
251 - 350	16	663.7	543.6	8.15	2.14	48.6	34.7	1.34	1.10
MORE THAN 350	12	541.7	340.9	6.35	3.21	47.2	26.4	1.32	0.91
INERTIA WEIGHT									
1800 - 2799	6	835.8	623.7	7.35	2.46	183.4	288.5	1.27	1.44
2800 - 3799	16	613.1	417.6	7.92	2.77	49.0	37.3	1.17	0.84
3800 - 4799	13	513.8	331.2	7.00	2.75	48.3	26.0	1.28	0.94
4800 - 5799	1	340.0	0.0	6.40	0.00	38.1	0.0	0.40	0.00
ALL VEHICLES	36	606.8	426.8	7.45	2.64	70.8	123.8	1.21	0.96

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	1	190.0	0.0	2.60	0.00	136.4	0.0	0.50	0.00
CHRYSLER	9	291.7	347.7	1.53	1.92	86.0	36.0	1.84	1.35
FORD	10	343.5	297.0	2.28	1.43	98.1	32.6	0.96	0.97
GENERAL MOTORS	14	310.7	140.1	2.13	2.06	133.5	74.7	1.84	1.30
IMPORTS	2	240.0	63.6	1.60	1.84	108.6	10.7	0.80	0.71
NO. OF CYL.									
2	0								
4	4	466.2	450.7	2.35	1.55	94.1	21.4	0.80	0.58
6	5	217.0	33.8	2.63	0.74	122.6	39.7	0.58	0.38
8	27	301.1	223.8	1.84	1.93	110.7	61.4	1.78	1.29
DISPLACEMENT									
LESS THAN 151	4	466.2	450.7	2.35	1.55	94.1	21.4	0.80	0.58
151 - 250	4	223.7	35.0	2.64	0.86	119.2	45.0	0.60	0.43
251 - 350	16	330.0	264.7	2.03	1.96	116.1	52.5	1.70	0.89
MORE THAN 350	12	253.3	142.1	1.64	1.88	105.5	71.7	1.77	1.73
INERTIA WEIGHT									
1800 - 2799	6	387.5	370.7	2.63	1.34	103.2	23.7	0.72	0.47
2800 - 3799	16	337.8	263.5	2.18	1.91	109.4	56.5	1.72	1.06
3800 - 4799	13	240.8	132.8	1.64	1.79	110.7	66.6	1.59	1.60
4800 - 5799	1	220.0	0.0	0.20	0.00	169.2	0.0	1.50	0.00
ALL VEHICLES	36	307.8	242.5	2.00	1.77	110.5	55.5	1.50	1.23

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : IDLE (D)

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	NOX IMPR	NOX %IMPR	O2 IMPR	O2 %IMPR
VEHICLE MFG.									
AMER. MOTORS	1	1810.0	90.5	6.00	69.77	-82.3	-152.0	3.60	87.80
CHRYSLER	9	288.3	49.7	6.43	80.77	-46.9	-120.0	-0.76	-69.39
FORD	10	326.0	48.7	3.70	61.87	38.7	28.3	0.06	5.88
GENERAL MOTORS	14	190.7	38.0	5.99	73.79	-87.2	-188.4	-0.57	-44.94
IMPORTS	2	215.0	47.3	5.75	78.23	-44.5	-69.3	-0.05	-6.67
NO. OF CYL.									
2	0								
4	4	72.5	13.5	4.02	63.14	-25.5	-37.1	-0.02	-3.23
6	5	697.0	76.3	6.33	70.65	74.8	37.9	0.82	58.57
8	27	258.9	46.2	5.50	74.95	-62.9	-131.8	-0.54	-44.14
DISPLACEMENT									
LESS THAN 151	4	72.5	13.5	4.02	63.14	-25.5	-37.1	-0.02	-3.23
151 - 250	4	418.7	65.2	6.41	70.86	114.0	48.9	0.13	17.24
251 - 350	16	333.7	50.3	6.12	75.08	-67.6	-139.2	-0.36	-26.51
MORE THAN 350	12	288.3	53.2	4.71	74.15	-58.3	-123.7	-0.45	-33.96
INERTIA WEIGHT									
1800 - 2799	6	448.3	53.6	4.72	64.17	80.2	43.7	0.55	43.42
2800 - 3799	16	275.3	44.9	5.75	72.52	-60.4	-123.2	-0.56	-47.59
3800 - 4799	13	273.1	53.1	5.36	76.59	-62.4	-129.2	-0.31	-23.95
4800 - 5799	1	120.0	35.3	6.20	96.87	-131.1	-344.4	-1.10	-275.00
ALL VEHICLES	36	299.0	49.3	5.45	73.11	-39.7	-56.0	-0.30	-24.65

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES BEFORE MAINTENANCE

MODE : IDLE (N)

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	2	1235.0	1081.9	6.80	2.55	51.1	15.6	2.60	1.98
CHRYSLER	10	607.0	520.4	7.91	2.12	34.9	17.9	1.12	0.60
FORD	14	660.7	498.3	5.50	3.69	49.3	20.5	1.42	1.46
GENERAL MOTORS	16	651.9	386.5	7.86	2.37	35.6	13.1	1.51	1.63
IMPORTS	8	421.9	127.9	7.56	1.68	52.1	21.5	0.52	0.26
NO. OF CYL.									
2	0								
4	14	516.1	216.2	7.22	2.42	55.1	19.2	0.96	1.07
6	8	731.9	652.0	7.19	2.94	45.5	20.9	1.36	1.26
8	28	661.2	487.6	7.05	3.01	35.4	14.6	1.44	1.45
DISPLACEMENT									
LESS THAN 151	14	516.1	216.2	7.22	2.42	55.1	19.2	0.96	1.07
151 - 250	7	550.7	435.5	6.99	3.12	46.2	22.5	0.99	0.73
251 - 350	17	745.9	591.0	7.71	2.80	36.0	15.2	1.65	1.79
MORE THAN 350	12	652.9	476.9	6.25	3.11	35.1	13.6	1.36	1.00
INERTIA WEIGHT									
1800 - 2799	17	617.9	434.5	6.98	2.79	50.3	15.9	1.15	1.21
2800 - 3799	19	690.0	503.4	7.38	3.05	41.0	22.7	1.48	1.62
3800 - 4799	13	583.1	462.0	6.90	2.68	35.1	13.3	1.28	1.00
4800 - 5799	1	400.0	0.0	7.40	0.00	37.1	0.0	0.40	0.00
ALL VEHICLES	50	631.9	458.4	7.12	2.79	42.5	18.8	1.29	1.32

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.									
AMER. MOTORS	2	230.0	113.1	4.00	2.55	78.7	24.8	0.70	0.14
CHRYSLER	10	311.5	305.4	1.65	2.21	58.5	16.5	1.73	1.32
FORD	14	270.0	262.9	2.62	1.38	61.4	19.0	0.81	0.62
GENERAL MOTORS	16	298.4	310.4	2.75	1.98	61.8	42.7	1.63	1.38
IMPORTS	8	308.1	118.9	3.76	2.95	64.7	30.8	1.02	0.94
NO. OF CYL.									
2	0								
4	14	347.1	243.8	3.75	2.34	62.0	28.5	0.90	0.75
6	8	170.6	68.5	2.59	1.57	70.4	21.4	0.79	0.37
8	28	298.9	294.9	2.22	2.00	59.9	32.2	1.62	1.33
DISPLACEMENT									
LESS THAN 151	14	347.1	243.8	3.75	2.34	62.0	28.5	0.90	0.75
151 - 250	7	173.6	73.4	2.64	1.69	66.7	20.2	0.81	0.39
251 - 350	17	298.5	343.0	2.39	1.98	56.6	13.1	1.59	1.03
MORE THAN 350	12	287.1	210.4	1.97	1.99	67.6	48.3	1.59	1.71
INERTIA WEIGHT									
1800 - 2799	17	314.7	234.9	3.48	2.24	63.1	28.4	0.80	0.65
2800 - 3799	19	303.7	321.8	2.61	2.04	58.8	12.9	1.65	0.97
3800 - 4799	13	257.3	207.4	1.97	1.89	65.8	46.7	1.46	1.65
4800 - 5799	1	130.0	0.0	1.00	0.00	62.1	0.0	0.50	0.00
ALL VEHICLES	50	291.9	260.1	2.71	2.11	62.2	29.5	1.29	1.14

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE EXHAUST EMISSION REDUCTIONS ON ALL FAILED VEHICLES AFTER MAINTENANCE

MODE : IDLE (N)

DENVER

1972 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 111 VEHICLES

	NO. OF VEH	HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	NOX IMPR	NOX %IMPR	O2 IMPR	O2 %IMPR
VEHICLE MFG.									
AMER. MOTORS	2	1005.0	81.4	2.80	41.18	-27.6	-53.9	1.90	73.08
CHRYSLER	10	295.5	48.7	6.26	79.13	-23.6	-67.8	-0.61	-54.46
FORD	14	390.7	59.1	2.88	52.30	-12.1	-24.5	0.61	42.71
GENERAL MOTORS	16	353.4	54.2	5.12	65.06	-26.2	-73.6	-0.12	-7.85
IMPORTS	8	113.7	27.0	3.80	50.25	-12.6	-24.2	-0.50	-95.24
NO. OF CYL.									
2	0								
4	14	168.9	32.7	3.47	48.07	-6.9	-12.5	0.06	5.97
6	8	561.2	76.7	4.60	64.00	-24.9	-54.8	0.57	42.20
8	28	362.3	54.8	4.83	68.54	-24.5	-69.0	-0.18	-12.62
DISPLACEMENT									
LESS THAN 151	14	168.9	32.7	3.47	48.07	-6.9	-12.5	0.06	5.97
151 - 250	7	377.1	68.5	4.34	62.17	-20.5	-44.3	0.17	17.39
251 - 350	17	447.4	60.0	5.32	68.99	-20.6	-57.4	0.06	3.91
MORE THAN 350	12	365.8	56.0	4.27	68.45	-32.5	-92.7	-0.23	-17.18
INERTIA WEIGHT									
1800 - 2799	17	303.2	49.1	3.51	50.21	-12.9	-25.6	0.35	30.26
2800 - 3799	19	386.3	56.0	4.77	64.63	-17.8	-43.5	-0.16	-10.99
3800 - 4799	13	325.8	55.9	4.93	71.46	-30.6	-87.1	-0.18	-14.46
4800 - 5799	1	270.0	67.5	6.40	86.49	-25.1	-67.6	-0.10	-25.00
ALL VEHICLES	50	340.0	53.8	4.41	62.00	-19.6	-46.1	0.01	0.46

EMISSION RESULTS ARE : HC PPM HEXANE , CO MOLE % ,NOX PPM , O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED CATALYTIC CONVERTER EQUIPPED VEHICLES BEFORE MAINTENANCE

DENVER

MODE : 50 MPH

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	2	72.5	24.7	0.88	0.04	1707.3	1386.5	3.55	0.07
CHRYSLER	5	89.0	36.0	1.09	0.71	1458.3	255.4	2.44	1.93
FORD	19	80.6	45.9	2.45	1.40	806.9	394.0	3.04	1.81
GENERAL MOTORS	27	108.7	48.7	2.23	1.26	959.4	375.1	1.44	1.51
IMPORTS	4	102.5	60.8	3.52	2.12	631.7	173.1	3.47	1.71
ALL VEHICLES	57	95.6	47.6	2.25	1.40	953.0	461.4	2.29	1.80
				AFTER CONVERTER					
AMER. MOTORS	2	45.0	21.2	0.07	0.04	1827.3	1498.3	2.40	0.85
CHRYSLER	5	64.0	40.1	1.07	0.74	1237.9	416.6	1.86	1.65
FORD	19	47.0	41.2	0.99	1.19	744.1	400.2	2.26	1.91
GENERAL MOTORS	27	86.9	46.6	1.96	1.54	879.6	367.8	1.08	1.24
IMPORTS	4	83.7	63.2	3.04	2.83	693.7	290.1	1.57	1.67
ALL VEHICLES	57	69.5	47.4	1.55	1.57	883.6	471.9	1.64	1.60

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	2	27.5	37.9	0.81	92.00	-120.0	-7.0	1.15	32.39
CHRYSLER	5	25.0	28.1	0.02	1.47	220.5	15.1	0.58	23.77
FORD	19	33.6	41.7	1.47	59.80	62.8	7.8	0.78	25.62
GENERAL MOTORS	27	21.9	20.1	0.28	12.46	79.7	8.3	0.36	25.13
IMPORTS	4	18.8	18.3	0.49	13.83	-62.0	-9.8	1.90	54.68
ALL VEHICLES	57	26.2	27.3	0.70	31.00	69.4	7.3	0.66	28.70

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED CATALYTIC CONVERTER EQUIPPED VEHICLES BEFORE MAINTENANCE

DENVER

MODE : 30 MPH

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	2	110.0	14.1	0.75	0.21	1320.2	1230.0	4.70	0.42
CHRYSLER	5	135.0	49.4	1.65	1.19	784.3	121.5	3.08	2.58
FORD	19	114.9	72.0	3.18	1.76	232.5	129.9	3.33	2.18
GENERAL MOTORS	27	120.6	48.3	1.52	1.16	690.0	569.8	2.03	1.78
IMPORTS	4	122.5	59.1	4.12	2.19	416.4	296.7	4.32	3.07
ALL VEHICLES	57	119.6	56.4	2.26	1.71	543.3	507.4	2.82	2.16
				AFTER CONVERTER					
AMER. MOTORS	2	55.0	21.2	0.04	0.01	1417.6	1338.7	3.35	0.78
CHRYSLER	5	109.0	78.9	1.12	1.05	731.0	193.7	1.98	1.61
FORD	19	57.9	55.6	1.44	1.68	248.2	164.5	2.53	2.61
GENERAL MOTORS	27	77.2	60.5	1.19	1.39	613.9	471.7	1.37	1.64
IMPORTS	4	102.5	101.8	2.75	3.30	405.3	278.2	1.95	2.01
ALL VEHICLES	57	74.3	63.0	1.34	1.64	511.2	460.2	1.93	2.06

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	NOX IMPR	NOX %IMPR	O2 IMPR	O2 %IMPR
AMER. MOTORS	2	55.0	50.0	0.70	94.00	-97.3	-7.4	1.35	28.72
CHRYSLER	5	26.0	19.3	0.53	32.12	53.2	6.8	1.10	35.71
FORD	19	57.0	49.6	1.74	54.75	-15.6	-6.7	0.80	23.87
GENERAL MOTORS	27	43.3	35.9	0.33	21.77	76.2	11.0	0.66	32.60
IMPORTS	4	20.0	16.3	1.38	33.33	11.1	2.7	2.37	54.91
ALL VEHICLES	57	45.3	37.9	0.92	40.76	32.1	5.9	0.89	31.48

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED CATALYTIC CONVERTER EQUIPPED VEHICLES BEFORE MAINTENANCE

DENVER

MODE : IDLE(D)

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	2	135.0	14.1	1.75	0.92	137.2	134.5	5.40	1.13
CHRYSLER	4	583.7	878.8	1.62	1.02	90.4	40.2	3.97	3.41
FORD	15	173.1	93.7	3.93	2.24	59.0	32.1	3.62	3.27
GENERAL MOTORS	27	291.3	353.2	1.35	1.42	233.0	178.8	3.20	2.30
IMPORTS	2	110.0	42.4	4.15	1.91	29.6	20.5	7.70	2.83
ALL VEHICLES	50	263.9	356.0	2.31	2.06	155.5	156.9	3.66	2.78
				AFTER CONVERTER					
AMER. MOTORS	2	52.5	24.7	0.04	0.01	134.1	96.1	3.75	1.20
CHRYSLER	4	152.5	105.3	0.67	0.78	74.6	26.5	2.90	1.78
FORD	15	117.5	106.9	2.15	2.84	72.5	33.8	3.59	3.63
GENERAL MOTORS	27	83.0	76.3	0.58	1.17	188.7	146.9	2.19	2.27
IMPORTS	2	95.0	21.2	3.05	0.35	28.6	27.6	3.15	4.17
ALL VEHICLES	50	98.5	87.8	1.16	1.97	134.9	123.9	2.78	2.77

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	NOX IMPR	NOX %IMPR	O2 IMPR	O2 %IMPR
AMER. MOTORS	2	82.5	61.1	1.71	97.71	3.1	2.3	1.65	30.56
CHRYSLER	4	431.2	73.9	0.95	58.62	15.8	17.5	1.07	27.04
FORD	15	55.6	32.1	1.78	45.26	-13.5	-22.9	0.03	0.86
GENERAL MOTORS	27	208.3	71.5	0.77	56.88	44.3	19.0	1.01	31.71
IMPORTS	2	15.0	13.6	1.10	26.51	1.0	3.4	4.55	59.09
ALL VEHICLES	50	165.4	62.7	1.15	49.84	20.6	13.3	0.87	23.91

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED CATALYTIC CONVERTER EQUIPPED VEHICLES BEFORE MAINTENANCE

DENVER

MODE : IDLE(N)

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	2	95.0	7.1	0.97	0.74	40.6	17.7	6.50	1.70
CHRYSLER	5	491.0	845.3	1.93	1.10	54.1	17.9	4.36	2.99
FORD	19	99.5	52.7	2.40	2.11	27.4	17.8	5.33	3.46
GENERAL MOTORS	27	401.5	547.1	1.35	1.40	63.3	29.7	3.55	2.65
IMPORTS	4	126.7	120.0	3.14	3.54	37.3	16.1	5.25	3.65
ALL VEHICLES	57	275.6	462.1	1.87	1.87	47.6	28.7	4.45	3.07
				AFTER CONVERTER					
AMER. MOTORS	2	44.0	8.5	0.04	0.01	56.6	12.0	5.10	1.27
CHRYSLER	5	90.0	78.5	1.32	1.72	50.7	15.0	2.46	1.76
FORD	19	58.0	47.2	0.55	1.18	41.5	8.8	5.56	3.49
GENERAL MOTORS	27	82.5	68.9	0.59	1.15	65.5	33.0	2.60	2.90
IMPORTS	4	94.2	130.6	2.18	3.76	47.1	12.5	3.62	2.55
ALL VEHICLES	57	74.2	66.7	0.73	1.50	54.4	25.9	3.77	3.23

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	2	51.0	53.7	0.93	95.90	-16.0	-39.5	1.40	21.54
CHRYSLER	5	401.0	81.7	0.61	31.81	3.4	6.3	1.90	43.58
FORD	19	41.5	41.7	1.85	77.17	-14.1	-51.6	-0.24	-4.41
GENERAL MOTORS	27	319.0	79.5	0.76	56.23	-2.2	-3.5	0.94	26.62
IMPORTS	4	32.5	25.6	0.96	30.44	-9.8	-26.2	1.62	30.95
ALL VEHICLES	57	201.4	73.1	1.14	61.05	-6.8	-14.3	0.68	15.34

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED CATALYTIC CONVERTER EQUIPPED VEHICLES AFTER MAINTENANCE

DENVER

MODE : 50 MPH

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	2	80.0	28.3	0.91	0.01	1757.1	1456.9	3.60	0.99
CHRYSLER	5	88.0	36.8	1.29	1.13	1255.4	517.2	2.48	1.55
FORD	19	66.4	54.4	2.12	1.40	692.6	356.6	3.28	1.69
GENERAL MOTORS	27	96.9	44.6	2.26	1.18	900.5	413.3	1.31	1.38
IMPORTS	4	101.2	67.1	3.80	1.16	963.9	347.1	2.47	1.68
ALL VEHICLES	57	85.3	49.4	2.19	1.33	893.3	484.6	2.25	1.73
				AFTER CONVERTER					
AMER. MOTORS	2	45.0	7.1	0.05	0.07	1712.4	1379.3	2.30	0.14
CHRYSLER	5	57.0	41.8	1.14	1.36	858.0	475.8	2.02	1.79
FORD	19	32.9	27.0	0.72	0.91	661.4	374.1	2.45	1.87
GENERAL MOTORS	27	75.7	47.0	2.02	1.73	845.1	384.0	0.83	0.98
IMPORTS	4	82.5	70.9	3.20	2.26	984.5	382.4	1.00	0.62
ALL VEHICLES	57	58.8	45.4	1.51	1.64	822.4	458.2	1.56	1.56

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	2	35.0	43.8	0.86	94.23	44.7	2.5	1.30	36.11
CHRYSLER	5	31.0	35.2	0.15	11.94	397.4	31.7	0.46	18.55
FORD	19	33.5	50.5	1.40	66.21	31.2	4.5	0.83	25.27
GENERAL MOTORS	27	21.1	21.8	0.23	10.39	55.4	6.2	0.49	36.90
IMPORTS	4	18.8	18.5	0.60	15.79	-20.6	-2.1	1.47	59.60
ALL VEHICLES	57	26.6	31.1	0.68	30.96	70.9	7.9	0.70	30.99

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED CATALYTIC CONVERTER EQUIPPED VEHICLES AFTER MAINTENANCE

DENVER

MODE : 30 MPH

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	2	125.0	21.2	0.60	0.13	1321.0	1158.6	4.10	0.71
CHRYSLER	5	114.0	48.3	1.26	0.76	709.3	286.2	2.60	1.91
FORD	19	95.7	68.4	3.07	1.83	233.6	143.3	3.44	1.95
GENERAL MOTORS	27	105.4	44.2	1.30	1.00	656.0	552.0	1.90	1.83
IMPORTS	4	126.2	116.3	4.25	2.22	412.2	353.2	2.30	2.13
ALL VEHICLES	57	104.9	58.5	2.09	1.72	521.0	495.7	2.60	1.97
				AFTER CONVERTER					
AMER. MOTORS	2	60.0	0.0	0.02	0.02	1340.7	1201.1	3.00	0.28
CHRYSLER	5	71.0	58.6	1.19	1.50	483.7	295.2	1.66	1.57
FORD	19	50.5	50.0	1.22	1.93	217.9	125.9	2.46	1.97
GENERAL MOTORS	27	69.4	49.7	1.16	1.31	593.3	423.3	1.14	1.43
IMPORTS	4	103.7	132.9	1.47	0.50	398.8	280.8	0.67	0.46
ALL VEHICLES	57	65.1	57.6	1.16	1.50	466.7	423.1	1.68	1.70

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	2	65.0	52.0	0.58	96.28	-19.8	-1.5	1.10	26.83
CHRYSLER	5	43.0	37.7	0.07	5.56	225.6	31.8	0.94	36.15
FORD	19	45.2	47.3	1.86	60.42	15.7	6.7	0.97	28.34
GENERAL MOTORS	27	35.9	34.1	0.15	11.30	62.7	9.6	0.76	39.88
IMPORTS	4	22.5	17.8	2.78	65.29	13.4	3.2	1.62	70.65
ALL VEHICLES	57	39.8	38.0	0.93	44.34	54.3	10.4	0.92	35.46

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED CATALYTIC CONVERTER EQUIPPED VEHICLES AFTER MAINTENANCE

DENVER

MODE : IDLE(D)

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	2	190.0	14.1	1.92	1.80	76.7	12.0	4.45	0.21
CHRYSLER	4	97.5	42.5	0.60	0.60	108.3	34.5	3.40	2.38
FORD	15	108.4	53.1	2.56	1.32	83.6	40.1	4.35	2.72
GENERAL MOTORS	27	178.3	65.9	0.71	0.77	251.7	244.7	3.31	2.35
IMPORTS	2	625.0	742.5	4.75	4.88	32.1	9.9	4.55	1.91
ALL VEHICLES	50	168.0	155.6	1.49	1.61	172.2	197.7	3.74	2.40
				AFTER CONVERTER					
AMER. MOTORS	2	70.0	14.1	0.02	0.02	84.2	8.5	3.40	1.84
CHRYSLER	4	61.2	73.5	0.36	0.63	92.8	40.4	4.15	3.92
FORD	15	55.3	40.5	0.74	1.31	107.6	77.5	4.27	3.01
GENERAL MOTORS	27	54.1	51.3	0.18	0.44	194.3	145.3	2.36	2.14
IMPORTS	2	740.0	933.4	4.07	5.27	17.5	7.8	3.05	4.17
ALL VEHICLES	50	82.5	194.0	0.52	1.34	147.9	125.0	3.17	2.69

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	2	120.0	63.2	1.91	99.09	-7.5	-9.8	1.05	23.60
CHRYSLER	4	36.2	37.2	0.24	40.42	15.5	14.3	-0.75	-22.06
FORD	15	53.1	49.0	1.83	71.27	-24.1	-28.8	0.08	1.87
GENERAL MOTORS	27	124.3	69.7	0.52	73.87	57.4	22.8	0.95	28.64
IMPORTS	2	-115.0	-18.4	0.68	14.21	14.5	45.3	1.50	32.97
ALL VEHICLES	50	85.5	50.9	0.97	65.21	24.3	14.1	0.57	15.22

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON PHASE 1 PASSED CATALYTIC CONVERTER EQUIPPED VEHICLES AFTER MAINTENANCE

DENVER

MODE : IDLE(N)

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF VEH	HC MEAN	HC S.D.	CO MEAN	CO S.D.	NOX MEAN	NOX S.D.	O2 MEAN	O2 S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	2	160.0	28.3	0.94	0.51	40.1	5.7	5.10	0.28
CHRYSLER	5	96.0	22.7	1.33	1.43	56.3	14.0	3.92	2.96
FORD	19	67.2	33.5	1.50	1.11	31.7	14.6	6.28	2.78
GENERAL MOTORS	27	238.5	225.9	0.73	0.64	58.2	19.0	3.59	2.74
IMPORTS	4	242.5	195.7	4.01	3.03	29.8	15.7	3.95	2.43
ALL VEHICLES	57	164.7	180.2	1.28	1.39	46.3	20.8	4.62	2.91
				AFTER CONVERTER					
AMER. MOTORS	2	72.5	17.7	0.02	0.02	50.6	3.5	4.45	1.20
CHRYSLER	5	69.0	58.4	0.97	1.46	53.5	19.2	2.54	1.84
FORD	19	40.6	29.1	0.39	1.06	48.9	12.1	6.37	2.70
GENERAL MOTORS	27	67.4	68.7	0.26	0.55	57.9	24.0	2.70	2.64
IMPORTS	4	210.0	236.9	2.70	3.45	44.3	23.3	2.70	1.89
ALL VEHICLES	57	68.3	85.5	0.53	1.30	53.2	19.7	4.01	3.03

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC IMPR	HC %IMPR	CO IMPR	CO %IMPR	NOX IMPR	NOX %IMPR	O2 IMPR	O2 %IMPR
AMER. MOTORS	2	87.5	54.7	0.92	98.14	-10.5	-26.3	0.65	12.75
CHRYSLER	5	27.0	28.1	0.36	27.22	2.8	5.0	1.38	35.20
FORD	19	26.7	39.6	1.11	74.03	-17.2	-54.4	-0.09	-1.43
GENERAL MOTORS	27	171.1	71.7	0.47	64.47	0.4	0.6	0.89	24.69
IMPORTS	4	32.5	13.4	1.31	32.65	-14.5	-48.7	1.25	31.65
ALL VEHICLES	57	96.4	58.5	0.76	58.98	-6.9	-14.9	0.61	13.17

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 CATALYTIC CONVERTER EQUIPPED VEHICLES BEFORE MAINTENANCE

DENVER

MODE : 50 MPH

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	2	72.5	24.7	0.88	0.04	1707.3	1386.5	3.55	0.07
CHRYSLER	15	110.0	35.4	2.16	1.39	1169.2	550.8	2.11	1.85
FORD	24	93.7	59.5	2.56	1.73	831.3	417.9	2.95	1.80
GENERAL MOTORS	39	111.4	49.6	2.45	1.34	902.3	375.2	1.22	1.31
IMPORTS	6	141.4	65.4	4.41	1.88	608.1	178.4	2.63	1.77
ALL VEHICLES	86	107.6	52.3	2.55	1.60	922.5	466.9	2.03	1.74
				AFTER CONVERTER					
AMER. MOTORS	2	45.0	21.2	0.07	0.04	1827.3	1498.3	2.40	0.85
CHRYSLER	15	93.3	49.5	2.29	1.77	1024.9	501.3	1.40	1.73
FORD	24	57.6	51.3	1.20	1.68	773.3	421.6	2.13	1.79
GENERAL MOTORS	39	89.5	52.8	2.20	1.68	793.6	379.7	0.84	1.10
IMPORTS	6	133.6	78.5	4.25	2.54	628.9	268.9	1.60	1.51
ALL VEHICLES	86	83.6	56.8	2.04	1.92	837.7	466.2	1.40	1.54

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	2	27.5	37.9	0.81	92.00	-120.0	-7.0	1.15	32.39
CHRYSLER	15	16.7	15.2	-0.13	-6.01	144.3	12.3	0.71	33.75
FORD	24	36.1	38.5	1.36	53.15	58.0	7.0	0.82	27.91
GENERAL MOTORS	39	21.9	19.7	0.26	10.53	108.7	12.0	0.38	31.45
IMPORTS	6	7.9	5.6	0.16	3.72	-20.8	-3.4	1.03	39.13
ALL VEHICLES	86	24.1	22.4	0.51	19.96	84.9	9.2	0.63	31.23

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 CATALYTIC CONVERTER EQUIPPED VEHICLES BEFORE MAINTENANCE

DENVER

MODE : 30 MPH

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	2	110.0	14.1	0.75	0.21	1320.2	1230.0	4.70	0.42
CHRYSLER	15	148.3	56.3	1.87	1.01	953.5	390.6	2.42	2.26
FORD	24	130.1	91.6	3.31	1.93	239.7	139.9	3.20	2.15
GENERAL MOTORS	39	128.3	48.8	1.90	1.47	625.2	513.5	1.68	1.61
IMPORTS	6	182.1	96.9	5.17	2.98	386.8	272.4	3.23	2.77
ALL VEHICLES	86	136.1	69.0	2.53	1.95	568.5	491.3	2.43	2.09
				AFTER CONVERTER					
AMER. MOTORS	2	55.0	21.2	0.04	0.01	1417.6	1338.7	3.35	0.78
CHRYSLER	15	127.3	67.6	1.67	1.16	939.8	416.4	1.41	1.69
FORD	24	66.3	60.0	1.59	2.03	259.3	179.5	2.32	2.43
GENERAL MOTORS	39	89.7	60.1	1.66	1.67	530.0	433.5	1.01	1.46
IMPORTS	6	172.1	123.4	4.44	3.84	371.4	256.9	1.84	1.81
ALL VEHICLES	86	95.3	72.8	1.82	2.06	530.5	462.8	1.57	1.91

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	2	55.0	50.0	0.70	94.00	-97.3	-7.4	1.35	28.72
CHRYSLER	15	21.0	14.2	0.20	10.70	13.7	1.4	1.01	41.60
FORD	24	63.8	49.0	1.72	52.10	-19.6	-8.2	0.88	27.41
GENERAL MOTORS	39	38.6	30.1	0.25	12.90	95.2	15.2	0.67	39.79
IMPORTS	6	10.0	5.5	0.73	14.09	15.4	4.0	1.39	42.92
ALL VEHICLES	86	40.9	30.0	0.71	27.93	38.0	6.7	0.86	35.31

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 CATALYTIC CONVERTER EQUIPPED VEHICLES BEFORE MAINTENANCE

DENVER

MODE : IDLE(D)

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	2	135.0	14.1	1.75	0.92	137.2	134.5	5.40	1.13
CHRYSLER	14	345.2	455.9	3.74	2.29	72.4	32.9	2.68	2.66
FORD	20	281.0	352.0	4.62	2.75	52.7	32.0	3.50	3.07
GENERAL MOTORS	37	297.4	303.3	2.33	2.44	200.3	172.8	2.63	2.26
IMPORTS	3	191.2	97.2	6.17	2.59	60.6	38.5	4.32	4.24
ALL VEHICLES	76	292.0	335.2	3.38	2.71	128.8	139.8	3.03	2.67
				AFTER CONVERTER					
AMER. MOTORS	2	52.5	24.7	0.04	0.01	134.1	96.1	3.75	1.20
CHRYSLER	14	241.1	111.4	3.68	2.61	63.8	24.7	1.79	1.85
FORD	20	171.4	177.1	3.17	3.54	63.9	36.5	3.01	3.40
GENERAL MOTORS	37	141.5	139.2	1.80	2.68	155.2	144.2	1.69	2.10
IMPORTS	3	183.7	103.2	5.70	3.07	57.9	38.5	1.97	2.78
ALL VEHICLES	76	167.3	146.3	2.66	3.07	108.7	111.6	2.13	2.52

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	2	82.5	61.1	1.71	97.71	3.1	2.3	1.65	30.56
CHRYSLER	14	104.1	30.2	0.06	1.55	8.5	11.8	0.89	33.07
FORD	20	109.5	39.0	1.46	31.49	-11.2	-21.2	0.49	14.01
GENERAL MOTORS	37	155.9	52.4	0.54	22.95	45.1	22.5	0.94	35.87
IMPORTS	3	7.5	3.9	0.47	7.69	2.7	4.5	2.35	54.34
ALL VEHICLES	76	124.7	42.7	0.72	21.40	20.1	15.6	0.90	29.74

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 CATALYTIC CONVERTER EQUIPPED VEHICLES BEFORE MAINTENANCE

DENVER

MODE : IDLE(N)

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	2	95.0	7.1	0.97	0.74	40.6	17.7	6.50	1.70
CHRYSLER	15	348.0	472.8	4.46	2.73	46.2	15.3	2.91	2.62
FORD	24	160.8	212.2	3.10	2.81	26.6	17.5	4.98	3.36
GENERAL MOTORS	39	377.6	459.1	2.66	2.64	72.7	88.2	2.77	2.54
IMPORTS	6	161.0	109.0	4.85	4.12	43.7	18.3	3.93	3.28
ALL VEHICLES	86	287.3	390.3	3.23	2.89	52.0	62.8	3.60	3.00
				AFTER CONVERTER					
AMER. MOTORS	2	44.0	8.5	0.04	0.01	56.6	12.0	5.10	1.27
CHRYSLER	15	222.7	141.5	4.29	2.94	45.9	14.5	1.69	1.79
FORD	24	99.8	133.8	1.42	2.41	39.2	12.7	4.99	3.62
GENERAL MOTORS	39	154.9	140.9	2.06	2.72	53.9	33.7	1.91	2.62
IMPORTS	6	133.1	111.3	4.12	4.09	51.0	14.1	2.96	2.31
ALL VEHICLES	86	146.6	140.0	2.38	2.95	48.2	25.1	2.90	3.10

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	2	51.0	53.7	0.93	95.90	-16.0	-39.5	1.40	21.54
CHRYSLER	15	125.3	36.0	0.18	3.99	0.3	0.7	1.22	41.97
FORD	24	61.0	37.9	1.67	54.03	-12.7	-47.7	-0.01	-0.16
GENERAL MOTORS	39	222.6	59.0	0.60	22.47	18.7	25.8	0.86	31.14
IMPORTS	6	27.9	17.3	0.73	15.08	-7.3	-16.7	0.97	24.73
ALL VEHICLES	86	140.7	49.0	0.85	26.34	3.8	7.3	0.70	19.36

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 CATALYTIC CONVERTER EQUIPPED VEHICLES AFTER MAINTENANCE

DENVER

MODE : 50 MPH

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	2	80.0	28.3	0.91	0.01	1757.1	1456.9	3.60	0.99
CHRYSLER	15	100.7	35.6	2.13	1.44	1031.0	524.5	1.76	1.42
FORD	24	76.1	58.1	2.23	1.46	668.8	337.9	3.10	1.64
GENERAL MOTORS	39	104.5	51.5	2.45	1.24	872.0	398.9	1.17	1.25
IMPORTS	6	119.3	59.8	4.11	1.17	784.8	334.9	3.13	1.56
ALL VEHICLES	86	96.4	52.4	2.43	1.41	854.6	460.3	2.03	1.66
				AFTER CONVERTER					
AMER. MOTORS	2	45.0	7.1	0.05	0.07	1712.4	1379.3	2.30	0.14
CHRYSLER	15	78.0	44.7	2.19	1.82	820.8	410.4	1.05	1.42
FORD	24	43.9	47.8	1.00	1.46	633.3	352.8	2.31	1.80
GENERAL MOTORS	39	82.3	55.0	2.27	1.65	803.0	373.6	0.63	0.87
IMPORTS	6	87.9	84.4	3.09	2.74	735.2	412.5	1.43	0.80
ALL VEHICLES	86	70.2	55.5	1.91	1.82	773.1	427.6	1.28	1.45

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	2	35.0	43.8	0.86	94.23	44.7	2.5	1.30	36.11
CHRYSLER	15	22.7	22.5	-0.06	-2.66	210.2	20.4	0.71	40.53
FORD	24	32.2	42.3	1.23	55.24	35.5	5.3	0.80	25.64
GENERAL MOTORS	39	22.2	21.3	0.18	7.27	69.0	7.9	0.54	45.83
IMPORTS	6	31.4	26.3	1.02	24.83	49.6	6.3	1.70	54.34
ALL VEHICLES	86	26.1	27.1	0.52	21.39	81.5	9.5	0.75	36.93

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 CATALYTIC CONVERTER EQUIPPED VEHICLES AFTER MAINTENANCE

DENVER

MODE : 30 MPH

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	2	125.0	21.2	0.60	0.13	1321.0	1158.6	4.10	0.71
CHRYSLER	15	123.7	49.7	1.54	0.79	847.8	350.1	1.83	1.62
FORD	24	107.6	77.0	3.24	1.93	230.5	157.5	3.23	1.91
GENERAL MOTORS	39	119.6	55.2	1.65	1.30	609.9	506.9	1.59	1.72
IMPORTS	6	167.9	100.0	5.29	2.06	313.9	280.7	3.29	1.96
ALL VEHICLES	86	120.9	65.5	2.35	1.87	535.3	473.1	2.29	1.91
				AFTER CONVERTER					
AMER. MOTORS	2	60.0	0.0	0.02	0.02	1340.7	1201.1	3.00	0.28
CHRYSLER	15	93.0	63.6	1.44	1.17	682.5	372.7	0.91	1.27
FORD	24	63.4	63.3	1.61	2.37	219.5	144.6	2.32	1.87
GENERAL MOTORS	39	82.4	56.4	1.55	1.48	524.2	399.6	0.83	1.27
IMPORTS	6	108.6	115.9	1.94	2.42	323.8	229.8	1.57	1.30
ALL VEHICLES	86	80.4	65.3	1.55	1.79	467.3	405.4	1.38	1.59

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	2	65.0	52.0	0.58	96.28	-19.8	-1.5	1.10	26.83
CHRYSLER	15	30.7	24.8	0.10	6.75	165.3	19.5	0.93	50.55
FORD	24	44.2	41.1	1.63	50.32	10.9	4.7	0.91	28.22
GENERAL MOTORS	39	37.2	31.1	0.10	6.10	85.6	14.0	0.76	47.67
IMPORTS	6	59.3	35.3	3.34	63.24	-9.9	-3.1	1.71	52.17
ALL VEHICLES	86	40.5	33.5	0.80	34.24	68.0	12.7	0.91	39.93

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 CATALYTIC CONVERTER EQUIPPED VEHICLES AFTER MAINTENANCE

DENVER

MODE : IDLE(D)

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	2	190.0	14.1	1.92	1.80	76.7	12.0	4.45	0.21
CHRYSLER	14	130.4	50.4	1.21	0.98	98.8	32.0	2.37	2.00
FORD	20	125.0	80.5	2.80	2.07	78.5	38.0	4.23	2.58
GENERAL MOTORS	37	191.5	77.0	0.86	0.86	247.5	248.8	2.83	2.28
IMPORTS	3	385.0	510.8	4.87	2.99	47.6	18.9	5.52	1.58
ALL VEHICLES	76	172.5	136.1	1.68	1.80	160.7	191.0	3.30	2.39
				AFTER CONVERTER					
AMER. MOTORS	2	70.0	14.1	0.02	0.02	84.2	8.5	3.40	1.84
CHRYSLER	14	95.0	75.9	1.00	1.14	75.3	33.6	1.99	2.82
FORD	20	72.1	78.1	1.19	2.39	99.2	69.7	4.25	3.33
GENERAL MOTORS	37	75.9	66.3	0.51	0.93	175.9	134.5	1.98	2.02
IMPORTS	3	408.7	660.9	2.06	3.83	47.3	34.7	4.17	2.75
ALL VEHICLES	76	95.3	164.6	0.85	1.69	128.2	110.4	2.74	2.75

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	2	120.0	63.2	1.91	99.09	-7.5	-9.8	1.05	23.60
CHRYSLER	14	35.4	27.1	0.20	16.92	23.5	23.8	0.38	15.96
FORD	20	52.9	42.3	1.61	57.59	-20.6	-26.3	-0.02	-0.45
GENERAL MOTORS	37	115.5	60.3	0.35	41.12	71.6	28.9	0.84	29.83
IMPORTS	3	-23.7	-6.2	2.81	57.64	0.3	0.7	1.35	24.43
ALL VEHICLES	76	77.2	44.8	0.83	49.55	32.4	20.2	0.56	16.93

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL PHASE 1 CATALYTIC CONVERTER EQUIPPED VEHICLES AFTER MAINTENANCE

DENVER

MODE : IDLE(N)

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 112 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	2	160.0	28.3	0.94	0.51	40.1	5.7	5.10	0.28
CHRYSLER	15	117.7	34.6	1.65	1.22	56.4	13.9	2.61	2.32
FORD	24	77.2	57.8	1.75	2.01	31.5	13.3	5.99	2.79
GENERAL MOTORS	39	239.9	215.4	1.09	0.98	62.5	21.1	3.03	2.64
IMPORTS	6	182.1	172.0	3.29	2.68	27.3	12.0	4.89	2.42
ALL VEHICLES	86	166.4	169.0	1.55	1.62	49.3	22.4	3.99	2.91
				AFTER CONVERTER					
AMER. MOTORS	2	72.5	17.7	0.02	0.02	50.6	3.5	4.45	1.20
CHRYSLER	15	78.7	56.9	1.09	1.33	42.8	18.6	1.41	1.58
FORD	24	47.9	50.3	0.70	2.06	48.6	11.9	6.11	3.10
GENERAL MOTORS	39	82.3	67.5	0.68	1.05	55.0	24.0	2.12	2.42
IMPORTS	6	227.1	281.3	2.75	3.70	41.7	21.5	4.39	2.64
ALL VEHICLES	86	83.2	103.5	0.90	1.80	49.9	20.1	3.37	3.12

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	2	87.5	54.7	0.92	98.14	-10.5	-26.3	0.65	12.75
CHRYSLER	15	39.0	33.1	0.57	34.35	13.6	24.1	1.20	46.04
FORD	24	29.3	38.0	1.05	59.98	-17.1	-54.3	-0.12	-2.07
GENERAL MOTORS	39	157.6	65.7	0.42	37.99	7.5	12.0	0.91	29.89
IMPORTS	6	-45.0	-24.7	0.54	16.36	-14.3	-52.4	0.50	10.23
ALL VEHICLES	86	83.2	50.0	0.64	41.55	-0.6	-1.2	0.63	15.66

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED CATALYTIC CONVERTER EQUIPPED VEHICLES BEFORE MAINTENANCE

DENVER

MODE : 50 MPH

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 308 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	0								
CHRYSLER	29	148.8	260.1	2.48	1.31	1018.0	546.2	1.29	1.39
FORD	14	106.7	67.8	2.49	1.86	718.2	456.2	2.93	1.83
GENERAL MOTORS	55	136.9	250.5	2.74	1.99	845.4	372.6	1.50	1.62
IMPORTS	2	193.3	15.3	5.60	0.36	576.8	219.0	1.50	1.31
ALL VEHICLES	100	137.5	230.7	2.71	1.83	867.8	446.5	1.65	1.65
				AFTER CONVERTER					
AMER. MOTORS	0								
CHRYSLER	29	110.7	127.1	2.51	1.54	920.0	719.7	0.57	1.13
FORD	14	78.0	60.2	1.63	2.07	728.6	455.4	1.43	1.15
GENERAL MOTORS	55	116.4	189.4	2.48	2.18	774.6	374.0	0.36	0.42
IMPORTS	2	200.0	30.0	5.87	0.71	542.6	266.8	1.63	1.62
ALL VEHICLES	100	111.6	156.8	2.46	2.06	802.3	505.7	0.61	0.92

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	0								
CHRYSLER	29	38.1	25.6	-0.03	-1.29	98.0	9.6	0.73	56.27
FORD	14	28.7	26.9	0.86	34.49	-10.3	-1.4	1.50	51.25
GENERAL MOTORS	55	20.5	15.0	0.26	9.60	70.8	8.4	1.13	75.73
IMPORTS	2	-6.7	-3.4	-0.27	-4.76	34.1	5.9	-0.13	-8.89
ALL VEHICLES	100	25.9	18.8	0.25	9.26	65.5	7.5	1.04	62.75

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED CATALYTIC CONVERTER EQUIPPED VEHICLES BEFORE MAINTENANCE

DENVER

MODE : 30 MPH

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 308 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	0								
CHRYSLER	29	194.1	257.9	2.19	1.22	972.7	524.4	1.44	1.57
FORD	14	194.3	248.9	3.09	1.92	224.4	135.8	3.41	2.15
GENERAL MOTORS	55	179.9	243.5	2.53	1.87	498.0	348.2	1.92	1.71
IMPORTS	2	261.7	79.4	6.57	3.78	347.4	294.2	1.77	1.78
ALL VEHICLES	100	188.5	243.0	2.63	1.90	588.3	462.2	2.00	1.83
				AFTER CONVERTER					
AMER. MOTORS	0								
CHRYSLER	29	138.4	71.4	2.19	1.46	898.0	482.1	0.55	1.10
FORD	14	82.0	63.2	1.87	2.41	252.6	162.7	1.59	1.30
GENERAL MOTORS	55	136.9	128.3	2.55	1.97	445.1	354.1	0.33	0.50
IMPORTS	2	265.0	86.7	6.70	3.81	326.1	276.6	1.70	1.92
ALL VEHICLES	100	133.0	108.8	2.47	2.09	542.0	438.1	0.62	1.00

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	0								
CHRYSLER	29	55.7	28.7	0.01	0.24	74.6	7.7	0.89	61.81
FORD	14	112.3	57.8	1.22	39.42	-28.2	-12.6	1.83	53.52
GENERAL MOTORS	55	43.0	23.9	-0.02	-0.98	52.9	10.6	1.60	83.08
IMPORTS	2	-3.3	-1.3	-0.13	-2.03	21.2	6.1	0.07	3.77
ALL VEHICLES	100	55.4	29.4	0.16	6.20	46.2	7.9	1.39	69.25

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED CATALYTIC CONVERTER EQUIPPED VEHICLES BEFORE MAINTENANCE

DENVER

MODE : IDLE(D)

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 308 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	0								
CHRYSLER	28	389.6	403.9	5.74	2.43	56.7	27.3	1.60	1.67
FORD	13	423.9	458.2	5.55	3.00	58.5	64.2	3.72	2.67
GENERAL MOTORS	51	328.1	277.0	5.42	2.59	83.5	78.6	2.36	2.08
IMPORTS	1	272.5	10.6	8.20	0.28	91.6	13.3	0.95	0.49
ALL VEHICLES	93	359.2	343.9	5.59	2.58	72.1	65.2	2.31	2.14
				AFTER CONVERTER					
AMER. MOTORS	0								
CHRYSLER	28	392.0	377.1	5.96	2.40	48.9	22.8	0.90	1.16
FORD	13	261.8	163.7	5.47	3.10	54.8	41.5	1.84	2.73
GENERAL MOTORS	51	289.9	136.5	5.70	2.72	56.8	59.5	0.42	0.53
IMPORTS	1	272.5	3.5	8.35	0.07	87.2	15.6	0.80	0.42
ALL VEHICLES	93	315.5	238.8	5.80	2.66	54.9	48.1	0.78	1.35

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	0								
CHRYSLER	28	-2.4	-0.6	-0.22	-3.89	7.7	13.7	0.70	43.75
FORD	13	162.1	38.2	0.08	1.44	3.6	6.2	1.88	50.48
GENERAL MOTORS	51	38.2	11.7	-0.28	-5.19	26.7	31.9	1.94	82.14
IMPORTS	1	0.0	0.0	-0.15	-1.83	4.4	4.8	0.15	15.79
ALL VEHICLES	93	43.7	12.2	-0.21	-3.72	17.2	23.9	1.53	66.20

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED CATALYTIC CONVERTER EQUIPPED VEHICLES BEFORE MAINTENANCE

DENVER

MODE : IDLE(N)

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 308 VEHICLES

	NO. OF	HC		CO		NOX		O2	
VEHICLE MFG.	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
				BEFORE CONVERTER					
AMER. MOTORS	0								
CHRYSLER	29	398.4	415.0	6.22	2.37	42.7	17.2	1.66	1.58
FORD	14	357.7	522.5	4.33	3.35	36.0	32.1	4.45	3.29
GENERAL MOTORS	55	369.0	282.0	5.49	2.57	51.4	74.4	2.28	1.90
IMPORTS	2	206.7	92.4	7.13	4.29	52.1	20.8	2.17	2.04
ALL VEHICLES	100	370.9	359.6	5.57	2.73	46.7	56.8	2.42	2.23
				AFTER CONVERTER					
AMER. MOTORS	0								
CHRYSLER	29	407.1	416.0	5.99	2.57	40.7	17.1	0.82	1.12
FORD	14	217.7	188.2	4.10	3.37	39.5	22.3	3.11	3.63
GENERAL MOTORS	55	365.6	229.3	5.70	2.61	28.2	14.3	0.41	0.58
IMPORTS	2	185.0	67.3	6.70	3.38	56.1	17.1	2.07	2.04
ALL VEHICLES	100	350.3	292.5	5.58	2.77	34.2	17.8	0.97	1.83

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	0								
CHRYSLER	29	-8.6	-2.2	0.24	3.82	2.0	4.6	0.84	50.83
FORD	14	140.0	39.1	0.23	5.23	-3.4	-9.5	1.34	30.13
GENERAL MOTORS	55	3.4	0.9	-0.21	-3.90	23.2	45.1	1.87	81.83
IMPORTS	2	21.7	10.5	0.43	6.07	-4.0	-7.7	0.10	4.62
ALL VEHICLES	100	20.6	5.6	-0.00	-0.03	12.4	26.7	1.45	59.78

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED CATALYTIC CONVERTER EQUIPPED VEHICLES AFTER MAINTENANCE

DENVER

MODE : 50 MPH

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 308 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	0								
CHRYSLER	29	98.6	48.7	2.59	1.60	850.4	468.3	1.32	1.41
FORD	14	81.0	59.0	2.29	1.61	513.9	300.0	2.97	1.44
GENERAL MOTORS	55	90.2	52.9	2.72	1.94	784.9	451.3	1.80	1.77
IMPORTS	2	143.3	49.3	4.53	1.29	546.0	77.5	4.00	1.04
ALL VEHICLES	100	92.8	52.9	2.67	1.80	756.6	441.9	1.90	1.71
				AFTER CONVERTER					
AMER. MOTORS	0								
CHRYSLER	29	72.8	43.7	2.51	1.88	711.1	409.2	0.40	0.61
FORD	14	58.0	64.4	1.47	1.75	511.8	318.0	1.46	1.18
GENERAL MOTORS	55	75.9	63.5	2.53	2.15	703.0	448.4	0.26	0.28
IMPORTS	2	95.0	116.9	2.95	3.85	402.7	31.3	2.00	0.69
ALL VEHICLES	100	72.9	59.9	2.38	2.08	668.3	418.2	0.53	0.76

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	0								
CHRYSLER	29	25.9	26.2	0.08	3.19	139.3	16.4	0.92	69.97
FORD	14	23.0	28.4	0.82	35.70	2.2	0.4	1.51	50.79
GENERAL MOTORS	55	14.3	15.8	0.18	6.75	81.9	10.4	1.54	85.48
IMPORTS	2	48.3	33.7	1.58	34.93	143.3	26.2	2.00	50.00
ALL VEHICLES	100	19.9	21.4	0.29	10.83	88.3	11.7	1.37	72.27

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED CATALYTIC CONVERTER EQUIPPED VEHICLES AFTER MAINTENANCE

DENVER

MODE : 30 MPH

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 308 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	0								
CHRYSLER	29	129.8	54.9	1.97	1.04	808.9	375.8	1.43	1.42
FORD	14	132.7	84.1	3.41	1.99	184.2	139.3	3.10	1.99
GENERAL MOTORS	55	116.2	65.0	2.00	1.72	500.3	415.0	2.19	2.00
IMPORTS	2	223.3	40.4	6.67	0.58	183.0	65.0	4.60	0.46
ALL VEHICLES	100	125.6	66.7	2.33	1.81	532.2	422.1	2.18	1.93
				AFTER CONVERTER					
AMER. MOTORS	0								
CHRYSLER	29	103.1	53.1	1.76	0.97	655.0	361.8	0.36	0.62
FORD	14	88.3	77.0	2.60	2.71	190.4	132.7	1.46	1.16
GENERAL MOTORS	55	92.1	72.0	1.92	1.78	452.8	398.1	0.27	0.37
IMPORTS	2	115.0	117.2	2.57	4.01	223.8	118.2	2.77	1.00
ALL VEHICLES	100	95.3	68.4	1.99	1.84	465.0	383.6	0.54	0.84

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	0								
CHRYSLER	29	26.7	20.6	0.21	10.75	153.9	19.0	1.07	74.94
FORD	14	44.3	33.4	0.81	23.71	-6.2	-3.4	1.64	52.90
GENERAL MOTORS	55	24.1	20.8	0.08	3.83	47.5	9.5	1.92	87.65
IMPORTS	2	108.3	48.5	4.10	61.50	-40.9	-22.3	1.83	39.86
ALL VEHICLES	100	30.3	24.1	0.34	14.61	67.3	12.6	1.64	75.04

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED CATALYTIC CONVERTER EQUIPPED VEHICLES AFTER MAINTENANCE

DENVER

MODE : IDLE(D)

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 308 VEHICLES

	NO. OF	HC		CO		NOX		O2	
	VEH	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.				BEFORE CONVERTER					
AMER. MOTORS	0								
CHRYSLER	28	135.0	49.0	1.77	1.28	91.9	33.6	1.83	1.57
FORD	13	120.9	95.7	2.66	2.99	112.9	130.6	4.00	2.32
GENERAL MOTORS	51	172.1	99.1	1.09	1.12	183.6	148.6	3.35	2.49
IMPORTS	1	145.0	35.4	5.00	1.70	63.1	3.6	6.50	0.14
ALL VEHICLES	93	153.0	87.5	1.60	1.72	143.6	128.0	3.06	2.37
				AFTER CONVERTER					
AMER. MOTORS	0								
CHRYSLER	28	105.9	60.5	1.37	1.14	76.2	36.5	0.92	1.22
FORD	13	99.3	96.5	2.17	3.27	86.1	57.8	2.69	3.01
GENERAL MOTORS	51	97.8	93.6	0.97	1.38	142.2	122.5	1.12	1.21
IMPORTS	1	77.5	17.7	0.05	0.01	77.0	1.8	5.30	0.42
ALL VEHICLES	93	100.0	83.8	1.25	1.75	113.1	99.1	1.38	1.77

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	0								
CHRYSLER	28	29.1	21.6	0.40	22.40	15.7	17.1	0.91	49.80
FORD	13	21.6	17.8	0.49	18.32	26.8	23.7	1.31	32.86
GENERAL MOTORS	51	74.2	43.1	0.11	10.42	41.4	22.5	2.23	66.47
IMPORTS	1	67.5	46.6	4.94	98.90	-13.9	-22.0	1.20	18.46
ALL VEHICLES	93	53.0	34.6	0.35	22.07	30.5	21.2	1.68	54.93

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

TABLE 21 CONT'D

SUMMARY OF FEDERAL THREE MODE TEST PROCEDURE RESULTS ON ALL FAILED CATALYTIC CONVERTER EQUIPPED VEHICLES AFTER MAINTENANCE

DENVER

MODE : IDLE(N)

1975 & 1976 MODEL-YEAR VEHICLES

TOTAL SAMPLE SIZE 308 VEHICLES

	NO. OF VEH	HC		CO		NOX		O2	
		MEAN	S.D.	MEAN	S.D.	MEAN	S.D.	MEAN	S.D.
VEHICLE MFG.		BEFORE CONVERTER							
AMER. MOTORS	0								
CHRYSLER	29	124.5	47.0	1.93	1.17	58.7	17.9	1.80	1.57
FORD	14	150.3	123.7	1.62	2.39	32.9	12.5	4.94	2.64
GENERAL MOTORS	55	205.9	175.1	1.29	1.21	63.5	29.2	3.50	2.50
IMPORTS	2	101.7	119.8	2.33	2.31	24.0	6.0	6.13	2.15
ALL VEHICLES	100	171.5	144.6	1.55	1.47	56.5	26.6	3.31	2.53
		AFTER CONVERTER							
AMER. MOTORS	0								
CHRYSLER	29	87.9	56.2	1.31	1.31	46.9	20.5	0.77	0.83
FORD	14	61.7	63.5	1.11	2.41	39.1	14.8	3.85	3.49
GENERAL MOTORS	55	98.8	103.2	1.05	1.48	54.9	30.4	1.13	1.22
IMPORTS	2	250.0	389.7	2.82	4.83	38.1	23.1	6.63	1.51
ALL VEHICLES	100	94.7	105.1	1.18	1.73	49.8	26.3	1.59	2.13

SUMMARY OF AFTER CONVERTER EXHAUST EMISSION REDUCTIONS

		HC		CO		NOX		O2	
		IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR	IMPR	%IMPR
AMER. MOTORS	0								
CHRYSLER	29	36.6	29.4	0.62	32.28	11.8	20.1	1.03	57.47
FORD	14	88.7	59.0	0.51	31.48	-6.1	-18.7	1.09	22.13
GENERAL MOTORS	55	107.2	52.0	0.24	18.67	8.6	13.5	2.37	67.76
IMPORTS	2	-148.3	-145.9	-0.49	-21.00	-14.0	-58.3	-0.50	-8.15
ALL VEHICLES	100	76.9	44.8	0.37	23.69	6.7	11.8	1.72	52.00

EMISSION RESULTS ARE : HC PPM HEXANE . CO MOLE % .NOX PPM . O2 %

3.7.6 Maladjustment and Disablement Inspection Results

Summary results of the Maladjustment and Disablement Inspection on Denver Inspection/Maintenance Evaluation Task vehicles are presented on the two pages comprising Table 22 which follows. This same information is summarized and presented in a slightly different format below.

Item	Maladjustment and Disablement Occurrences			
	125 Passed Phase 1 Vehicles		258 (All) Failed Vehicles	
	(No.)	(%)	(No.)	(%)
Exhaust system	2	1	1	0
A.I.R. system	3	2	1	0
E.G.R. system	2	1	9	3
Air Cleaner	6	4	16	6
Idle Limiter Caps	53	42	176	68
Ignition Timing	56	44	162	62
Ignition Adv. Mechanism	1	0	4	1
Fuel System	0	0	4	1

The results of this inspection indicate maladjustment and disablement to be predominantly in air/fuel mixture (idle limiter caps) and ignition timing adjustments. It is important to note that maladjustment and disablement relative to these two adjustments was more frequent on the failed vehicles than on the passed vehicles which may very well be a factor which contributes to emission related failure.

TABLE 22

SUMMARY OF MALADJUSTMENT / DISABLEMENT OCCURENCES ON PHASE 1 PASSED VEHICLES

DENVER

MODEL YEAR	NO. OF VEH	EXHAUST SYSTEM		A.I.R. SYSTEM		E.G.R. SYSTEM		AIR CLEANER		IDLE LIMITER CAPS		TIMING		ADVANCE MECHANISM		FUEL SYSTEM	
		NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
1975 & 1976																	
AMER. MOTORS	2	0		0		0		0		2	100	1	50	0		0	
CHRYSLER	5	0		0		0		1	20	2	40	1	20	0		0	
FORD	20	0		2	10	0		0		8	40	8	40	0		0	
GENERAL MOTORS	27	1	4	0		1	4	1	4	8	30	6	22	0		0	
IMPORTS	19	0		0		0		0		4	21	11	58	0		0	
TOTAL	73	1	1	2	3	1	1	2	3	24	33	27	37	0		0	
1974																	
AMER. MOTORS	1	0		0		0		1	100	1	100	1	100	0		0	
CHRYSLER	2	0		0		0		0		1	50	2	100	0		0	
FORD	5	0		0		1	20	1	20	3	60	1	20	0		0	
GENERAL MOTORS	11	0		1	9	0		0		7	64	6	55	0		0	
IMPORTS	3	0		0		0		0		0		2	67	0		0	
TOTAL	22	0		1	5	1	5	2	9	12	55	12	55	0		0	
1973																	
AMER. MOTORS	0																
CHRYSLER	1	0		0		0		0		0		1	100	0		0	
FORD	2	0		0		0		0		0		2	100	0		0	
GENERAL MOTORS	11	0		0		0		2	18	6	55	5	45	0		0	
IMPORTS	2	0		0		0		0		0		1	50	0		0	
TOTAL	16	0		0		0		2	13	6	38	9	56	0		0	
1972																	
AMER. MOTORS	0																
CHRYSLER	1	0		0		0		0		0		1	100	0		0	
FORD	5	0		0		0		0		4	80	2	40	1	20	0	
GENERAL MOTORS	6	1	17	0		0		0		6	100	4	67	0		0	
IMPORTS	2	0		0		0		0		1	50	1	50	0		0	
TOTAL	14	1	7	0		0		0		11	79	8	57	1	7	0	
ALL VEHICLES	125	2	2	3	2	2	2	6	5	53	42	56	45	1	1	0	

TABLE 22 CONT'D

SUMMARY OF MALADJUSTMENT / DISABLEMENT OCCURENCES ON ALL FAILED VEHICLES

DENVER

MODEL YEAR	NO. OF VEH	EXHAUST SYSTEM		A.I.R. SYSTEM		E.G.R. SYSTEM		AIR CLEANER		IDLE LIMITER CAPS		TIMING		ADVANCE MECHANISM		FUEL SYSTEM	
		NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
1975 & 1976																	
AMER. MOTORS	9	0		0		0		0		2	22	7	78	1	11	0	
CHRYSLER	29	0		0		1	3	0		21	72	20	69	0		1	3
FORD	16	0		1	6	0		0		11	69	11	69	0		0	
GENERAL MOTORS	56	1	2	0		3	5	1	2	42	75	37	66	1	2	1	2
IMPORTS	14	0		0		0		0		3	21	5	36	0		0	
TOTAL	124	1	1	1	1	4	3	1	1	79	64	80	65	2	2	2	2
1974																	
AMER. MOTORS	1	0		0		0		0		1	100	1	100	0		0	
CHRYSLER	6	0		0		1	17	1	17	3	50	4	67	0		0	
FORD	8	0		0		0		2	25	8	100	2	25	0		0	
GENERAL MOTORS	9	0		0		1	11	1	11	6	67	2	22	0		0	
IMPORTS	7	0		0		0		1	14	5	71	3	43	0		0	
TOTAL	31	0		0		2	6	5	16	23	74	12	39	0		0	
1973																	
AMER. MOTORS	2	0		0		0		0		1	50	1	50	0		0	
CHRYSLER	13	0		0		2	15	3	23	10	77	10	77	0		1	8
FORD	14	0		0		1	7	1	7	10	71	5	36	0		0	
GENERAL MOTORS	12	0		0		0		1	8	8	67	6	50	0		0	
IMPORTS	12	0		0		0		0		6	50	7	58	0		0	
TOTAL	53	0		0		3	6	5	9	35	66	29	55	0		1	2
1972																	
AMER. MOTORS	2	0		0		0		1	50	2	100	2	100	0		0	
CHRYSLER	10	0		0		0		2	20	9	90	9	90	0		0	
FORD	14	0		0		0		1	7	13	93	12	86	2	14	1	7
GENERAL MOTORS	16	0		0		0		1	6	11	69	11	69	0		0	
IMPORTS	8	0		0		0		0		4	50	7	88	0		0	
TOTAL	50	0		0		0		5	10	39	78	41	82	2	4	1	2
ALL VEHICLES	258	1	0	1	0	9	3	16	6	176	68	162	63	4	2	4	2

3.7.7 Tune-up Information

Information on Denver Inspection/Maintenance Evaluation Task vehicles is provided in summary form on the twelve pages comprising Table 23 which follows. This information can be interpreted as follows:

> N/A indicates the percentage of vehicles in the column to which the particular serviceable item does not apply. A "50" adjacent to the A.I.R. System, for example, indicates 50 percent of the vehicles in the corresponding column were not so equipped.
>
> SRP translates to service replacement. The number appearing in this column indicates the percentage of vehicles on which the given item was replaced as dictated by the manufacturer's required service schedule.
>
> DRP translates to defective, replaced. The number appearing in this column indicates the percentage of vehicles on which the given part was replaced because it was defective as opposed to being replaced because of a service schedule requirement.
>
> RPA translates to repaired. The number appearing in this column indicates the percentage of vehicles on which the given part or system was repaired as opposed to being replaced or adjusted.
>
> ADJ translates to adjusted. The number appearing under this column indicates the percentage of vehicles on which the given item was adjusted.

In interpreting this information, it is important to note that any percentages appearing in the columns relate only to the total number of vehicles which appear at the top of the column. If, for example, a 25 appears under N/A adjacent to A.I.R. System and a 50 appears under DRP adjacent to the same item, the 50 indicates that 50 percent of the total vehicles to which the column relates had A.I.R. System replacement due to defects as opposed to 50 percent of the vehicles on which A.I.R. Systems were installed.

TABLE 23

SUMMARY OF TUNE UP INFORMATION ON PHASE 1 PASSED VEHICLES

DENVER

AMERICAN MOTORS

	NO. OF VEHICLES 2					NO. OF VEHICLES 1					NO. OF VEHICLES 0					NO. OF VEHICLES 0				
	1975 & 1976					1974					1973					1972				
	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%
AIR CLEANER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AIR FILTER	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0
A.I.R. SYS	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AIR PUMP BLT	0	0	0	0	50	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HEAT RISER V	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IDLE RPM	0	0	0	0	100	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
I. A/F RATIO	0	0	0	0	50	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
CARB CHK ACT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARB FLOAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARBURETOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FUEL FILTER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FUEL PUMP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FILLER CAP	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0
FUEL SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EVAP CONT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PVC SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EGR SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EXHAUST SYS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VACUUM SYS	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0
ELECT. IGN.	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DIST. CAP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POINTS	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ADVANCE MECH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IGNITION WRS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ELECTL WIRES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COIL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CONDENSER	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SPARK PLUGS	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0
TIMING	0	0	0	0	50	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
DWELL	100	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0

TABLE 23 CONT'D

SUMMARY OF TUNE UP INFORMATION
ON PHASE 1 PASSED VEHICLES

DENVER

CHRYSLER

	NO. OF VEHICLES 5					NO. OF VEHICLES 2					NO. OF VEHICLES 1					NO. OF VEHICLES 1				
	----- 1975 & 1976 ------					--------- 1974 ---------					--------- 1973 ---------					--------- 1972 ---------				
	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%
AIR CLEANER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AIR FILTER	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A.I.R. SYS	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
AIR PUMP BLT	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
HEAT RISER V	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IDLE RPM	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
I. A/F RATIO	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
CARB CHK ACT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARB FLOAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARBURETOR	0	0	0	20	0	0	0	0	50	0	0	0	0	0	100	0	0	0	0	0
FUEL FILTER	0	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0
FUEL PUMP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FILLER CAP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FUEL SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EVAP CONT	0	0	0	0	0	0	0	50	0	0	0	0	100	0	0	0	0	100	0	0
PVC SYSTEM	0	0	0	20	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0
EGR SYSTEM	0	0	0	40	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0
EXHAUST SYS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VACUUM SYS	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ELECT. IGN.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DIST. CAP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POINTS	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
ADVANCE MECH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IGNITION WRS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ELECTL WIRES	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COIL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CONDENSER	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
SPARK PLUGS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIMING	0	0	0	0	80	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
DWELL	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0

TABLE 23 CONT'D

SUMMARY OF TUNE UP INFORMATION ON PHASE 1 PASSED VEHICLES

DENVER

FORD

	NO. OF VEHICLES 20					NO. OF VEHICLES 5					NO. OF VEHICLES 2					NO. OF VEHICLES 5				
	1975 & 1976					1974					1973					1972				
	N/A$	SRP$	DRP$	RPA$	ADJ$	N/A$	SRP$	DRP$	RPA$	ADJ$	N/A$	SRP$	DRP$	RPA$	ADJ$	N/A$	SRP$	DRP$	RPA$	ADJ$
AIR CLEANER	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	20	0
AIR FILTER	0	20	10	0	0	0	0	20	0	0	0	0	50	0	0	0	20	0	0	0
A.I.R. SYS	5	0	5	5	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
AIR PUMP BLT	5	0	5	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
HEAT RISER V	25	0	0	0	0	100	0	0	0	0	50	0	0	0	0	100	0	0	0	0
IDLE RPM	0	0	0	0	95	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
I. A/F RATIO	0	0	0	0	80	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
CARB CHK ACT	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
CARB FLOAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
CARBURETOR	0	0	0	0	5	0	0	0	0	20	0	0	0	0	50	0	0	0	0	20
FUEL FILTER	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20	0	0
FUEL PUMP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FILLER CAP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FUEL SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EVAP CONT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PVC SYSTEM	0	20	15	0	0	0	0	0	40	0	0	0	0	0	0	0	20	0	20	0
EGR SYSTEM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0
EXHAUST SYS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VACUUM SYS	0	0	0	5	0	0	0	0	20	0	0	0	0	0	0	0	0	0	40	0
ELECT. IGN.	0	0	0	0	0	40	0	0	0	0	100	0	0	0	0	100	0	0	0	0
DIST. CAP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POINTS	100	0	0	0	0	60	0	0	0	0	0	0	0	0	50	0	20	0	0	40
ADVANCE MECH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IGNITION WRS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ELECTL WIRES	0	0	0	5	0	0	0	20	0	0	0	0	0	0	0	0	0	0	20	0
COIL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CONDENSER	100	0	0	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SPARK PLUGS	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0
TIMING	0	0	0	0	65	0	0	0	0	80	0	0	0	0	100	0	0	0	0	60
DWELL	100	0	0	0	0	60	0	0	0	20	0	0	0	0	50	0	0	0	0	40

TABLE 23 CONT'D

SUMMARY OF TUNE UP INFORMATION
ON PHASE 1 PASSED VEHICLES

DENVER

GENERAL MOTORS

	NO. OF VEHICLES 27					NO. OF VEHICLES 11					NO. OF VEHICLES 11					NO. OF VEHICLES 6				
	1975 & 1976					1974					1973					1972				
	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%
AIR CLEANER	0	0	0	7	0	0	0	9	9	0	0	0	0	0	0	0	0	17	0	0
AIR FILTER	0	4	15	0	0	0	27	45	0	0	0	9	36	0	0	0	0	33	0	0
A.I.R. SYS	78	0	0	0	0	45	0	0	9	0	36	0	0	0	0	67	0	17	0	0
AIR PUMP BLT	78	0	0	0	0	45	0	0	0	0	36	0	0	0	0	67	0	17	0	0
HEAT RISER V	7	0	0	7	0	91	0	0	0	0	100	0	0	0	0	83	0	0	0	0
IDLE RPM	0	0	0	0	89	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
I. A/F RATIO	0	0	0	0	89	0	0	0	0	91	0	0	0	0	100	0	0	0	0	83
CARB CHK ACT	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
CARB FLOAT	0	0	0	0	0	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0
CARBURETOR	0	0	0	0	4	0	0	0	9	9	0	0	0	9	9	0	0	0	0	0
FUEL FILTER	0	7	0	0	0	0	9	18	0	0	0	9	18	0	0	0	0	17	0	0
FUEL PUMP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FILLER CAP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FUEL SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EVAP CONT	0	4	0	0	0	0	36	27	0	0	0	0	27	0	0	0	0	33	0	0
PVC SYSTEM	0	0	7	0	4	0	18	9	0	0	0	27	27	0	0	0	0	0	0	0
EGR SYSTEM	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	100	0	0	0	0
EXHAUST SYS	0	0	0	4	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
VACUUM SYS	0	0	0	7	0	0	0	0	9	0	0	0	0	18	0	0	0	0	50	0
ELECT. IGN.	0	0	0	0	0	82	0	0	0	0	100	0	0	0	0	100	0	0	0	0
DIST. CAP	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
ROTOR	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
POINTS	100	0	0	0	0	18	0	0	0	18	0	9	9	0	9	0	0	17	0	0
ADVANCE MECH	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0
IGNITION WRS	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ELECTL WIRES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COIL	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0
CONDENSER	100	0	0	0	0	18	0	0	0	0	0	9	9	0	0	0	0	0	0	0
SPARK PLUGS	0	4	0	0	0	0	27	27	0	9	0	36	9	0	0	0	0	33	0	0
TIMING	0	0	0	0	56	0	0	0	0	100	0	0	0	0	100	0	0	0	0	83
DWELL	100	0	0	0	0	18	0	0	0	64	0	0	0	0	73	0	0	0	0	67

TABLE 23 CONT'D

SUMMARY OF TUNE UP INFORMATION ON PHASE 1 PASSED VEHICLES

DENVER

IMPORTS

	NO. OF VEHICLES 19					NO. OF VEHICLES 3					NO. OF VEHICLES 2					NO. OF VEHICLES 2				
	1975 & 1976					1974					1973					1972				
	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%
AIR CLEANER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AIR FILTER	0	5	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0
A.I.R. SYS	11	0	5	0	0	67	0	0	0	0	50	0	0	0	0	100	0	0	0	0
AIR PUMP BLT	11	0	0	0	11	67	0	0	0	0	50	0	0	0	0	100	0	0	0	0
HEAT RISER V	95	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
IDLE RPM	0	0	0	0	74	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
I. A/F RATIO	0	0	0	0	79	0	0	0	0	100	0	0	0	0	50	0	0	0	0	100
CARB CHK ACT	16	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARB FLOAT	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARBURETOR	21	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FUEL FILTER	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FUEL PUMP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FILLER CAP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FUEL SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EVAP CONT	5	5	0	0	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0	0
PVC SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EGR SYSTEM	37	0	0	0	0	33	0	0	33	0	100	0	0	0	0	100	0	0	0	0
EXHAUST SYS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VACUUM SYS	0	0	0	5	0	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0
ELECT. IGN.	84	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
DIST. CAP	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROTOR	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POINTS	16	5	0	0	0	0	0	0	0	67	0	0	0	0	0	0	0	0	0	0
ADVANCE MECH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IGNITION WRS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ELECTL WIRES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COIL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CONDENSER	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SPARK PLUGS	0	16	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0
TIMING	0	0	0	0	68	0	0	0	0	100	0	0	0	0	50	0	0	0	0	50
DWELL	21	0	0	0	37	0	0	0	0	67	0	0	0	0	0	0	0	0	0	50

TABLE 23 CONT'D

SUMMARY OF TUNE UP INFORMATION ON PHASE 1 PASSED VEHICLES

DENVER

TOTAL

	NO. OF VEHICLES 73					NO. OF VEHICLES 22					NO. OF VEHICLES 16					NO. OF VEHICLES 14				
	1975 & 1976					1974					1973					1972				
	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%
AIR CLEANER	0	0	0	3	0	0	0	5	9	0	0	0	0	0	0	0	0	7	7	0
AIR FILTER	0	10	8	0	0	0	14	36	0	0	0	6	31	0	0	0	7	14	0	0
A.I.R. SYS	40	0	3	1	0	68	0	0	5	0	50	0	0	0	0	86	0	7	0	0
AIR PUMP BLT	40	0	1	0	4	68	0	0	0	0	50	0	0	0	0	86	0	7	0	0
HEAT RISER V	34	0	0	3	0	91	0	0	0	0	88	0	0	0	0	86	0	0	0	0
IDLE RPM	0	0	0	0	88	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
I. A/F RATIO	0	0	0	0	84	0	0	0	0	95	0	0	0	0	94	0	0	0	0	93
CARB CHK ACT	4	0	0	0	3	0	0	0	5	5	0	0	0	0	0	0	0	0	0	7
CARB FLOAT	5	0	0	0	0	0	0	5	0	0	0	0	6	0	0	0	0	0	0	7
CARBURETOR	5	0	0	1	4	0	0	0	9	9	0	0	0	6	19	0	0	0	0	7
FUEL FILTER	0	7	0	0	0	0	5	14	0	0	0	6	13	0	0	0	7	14	0	0
FUEL PUMP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FILLER CAP	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
FUEL SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EVAP CONT	1	3	0	0	0	0	18	18	0	0	0	0	31	0	0	0	0	21	0	0
PVC SYSTEM	0	5	7	1	1	0	9	9	9	0	0	19	19	0	0	0	7	0	7	0
EGR SYSTEM	10	0	0	4	0	5	0	0	9	0	13	0	0	13	0	100	0	0	0	0
EXHAUST SYS	0	0	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
VACUUM SYS	0	0	0	7	0	0	0	0	14	0	0	0	0	19	0	0	0	0	36	0
ELECT. IGN.	22	0	0	0	0	68	0	0	0	0	94	0	0	0	0	93	0	0	0	0
DIST. CAP	0	1	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
ROTOR	0	1	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
POINTS	78	1	0	0	0	32	0	0	0	18	6	6	6	0	13	7	7	7	0	14
ADVANCE MECH	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0
IGNITION WRS	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ELECTL WIRES	0	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7	0
COIL	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
CONDENSER	78	1	0	0	0	32	0	0	0	0	6	6	6	0	0	7	0	0	0	0
SPARK PLUGS	0	10	0	0	0	0	18	18	0	5	0	25	6	0	0	0	7	14	0	0
TIMING	0	0	0	0	63	0	0	0	0	95	0	0	0	0	94	0	0	0	0	71
DWELL	77	0	0	0	10	32	0	0	0	50	6	0	0	0	56	7	0	0	0	50

TABLE 23 CONT'D

SUMMARY OF TUNE UP INFORMATION ON ALL FAILED VEHICLES

DENVER

AMERICAN MOTORS

	NO. OF VEHICLES 9					NO. OF VEHICLES 1					NO. OF VEHICLES 2					NO. OF VEHICLES 2				
	1975 & 1976					1974					1973					1972				
	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%
AIR CLEANER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0
AIR FILTER	0	0	33	0	0	0	0	0	0	0	0	0	50	0	0	0	0	50	0	0
A.I.R. SYS	78	0	0	0	0	100	0	0	0	0	50	0	0	0	0	100	0	0	0	0
AIR PUMP BLT	78	0	0	0	0	100	0	0	0	0	50	0	0	0	0	100	0	0	0	0
HEAT RISER V	33	0	0	0	0	100	0	0	0	0	0	0	0	0	0	50	0	0	0	0
IDLE RPM	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
I. A/F RATIO	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
CARB CHK ACT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARB FLOAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARBURETOR	0	0	0	0	0	0	0	0	100	0	0	0	0	0	50	0	0	0	100	0
FUEL FILTER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FUEL PUMP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FILLER CAP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FUEL SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EVAP CONT	0	0	0	0	0	0	0	100	0	0	0	0	50	0	0	50	0	0	0	0
PVC SYSTEM	0	0	11	0	0	0	0	0	0	0	0	50	0	0	0	0	0	50	0	0
EGR SYSTEM	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0
EXHAUST SYS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VACUUM SYS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0
ELECT. IGN.	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
DIST. CAP	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POINTS	100	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0	50	0	0
ADVANCE MECH	0	0	11	11	0	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0
IGNITION WRS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ELECTL WIRES	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0
COIL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CONDENSER	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0
SPARK PLUGS	0	0	0	0	11	0	0	0	0	0	0	0	0	0	50	0	0	50	0	50
TIMING	0	0	0	0	78	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
DWELL	100	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100

TABLE 23 CONT'D

SUMMARY OF TUNE UP INFORMATION ON ALL FAILED VEHICLES

DENVER

CHRYSLER

	NO OF VEHICLES 29					NO. OF VEHICLES 6					NO. OF VEHICLES 13					NO. OF VEHICLES 10				
	1975 & 1976					1974					1973					1972				
	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%
AIR CLEANER	0	0	3	3	0	0	0	17	0	0	0	0	8	8	0	10	0	10	10	0
AIR FILTER	0	3	14	0	0	0	0	50	0	0	0	0	8	0	0	0	10	10	0	0
A.I.R. SYS	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
AIR PUMP BLT	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
HEAT RISER V	14	0	0	0	0	33	0	0	17	0	8	0	0	0	0	0	0	0	10	0
IDLE RPM	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
I. A/F RATIO	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
CARB CHK ACT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
CARB FLOAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARBURETOR	0	0	0	0	10	0	0	0	0	17	0	0	0	0	8	0	0	0	0	10
FUEL FILTER	0	7	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	20	0	0
FUEL PUMP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FILLER CAP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FUEL SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EVAP CONT	0	14	10	0	0	0	17	0	0	0	0	15	31	0	0	0	10	40	0	0
PVC SYSTEM	0	7	3	7	0	0	17	17	0	0	0	8	0	0	0	0	10	30	0	0
EGR SYSTEM	0	0	0	3	0	0	0	17	0	0	8	0	8	15	0	100	0	0	0	0
EXHAUST SYS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VACUUM SYS	0	0	0	14	0	0	0	0	17	0	0	0	0	38	0	0	0	0	0	0
ELECT. IGN.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	0	0	0	0
DIST. CAP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0
POINTS	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	20	0	30	0	0
ADVANCE MECH	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IGNITION WRS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ELECTL WIRES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COIL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CONDENSER	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	20	0	20	0	0
SPARK PLUGS	0	0	3	0	7	0	33	0	0	17	0	8	8	0	0	0	0	40	0	0
TIMING	0	0	0	0	79	0	0	0	0	100	0	0	0	0	92	0	0	0	0	100
DWELL	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	20	0	0	0	30

TABLE 23 CONT'D

SUMMARY OF TUNE UP INFORMATION ON ALL FAILED VEHICLES

DENVER

FORD

	NO OF VEHICLES 16					NO. OF VEHICLES 8					NO. OF VEHICLES 14					NO. OF VEHICLES 14				
	----- 1975 & 1976 ------					--------- 1974 ---------					--------- 1973 ---------					--------- 1972 ---------				
	N/A$	SRP$	DRP$	RPA$	ADJ$	N/A$	SRP$	DRP$	RPA$	ADJ$	N/A$	SRP$	DRP$	RPA$	ADJ$	N/A$	SRP$	DRP$	RPA$	ADJ$
AIR CLEANER	0	0	0	0	0	0	0	0	25	0	0	0	7	7	0	0	0	14	7	0
AIR FILTER	0	0	19	0	0	0	0	0	0	0	0	14	7	0	0	0	7	36	0	0
A.I.R. SYS	0	0	0	13	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
AIR PUMP BLT	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
HEAT RISER V	44	0	0	6	0	88	0	0	0	0	93	0	0	0	0	93	0	0	0	0
IDLE RPM	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
I. A/F RATIO	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
CARB CHK ACT	0	0	0	6	13	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
CARB FLOAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARBURETOR	0	0	0	6	6	0	0	0	13	0	0	0	0	0	7	0	0	0	29	7
FUEL FILTER	0	6	0	0	0	0	13	0	0	0	0	14	7	0	0	0	0	0	0	0
FUEL PUMP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FILLER CAP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FUEL SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EVAP CONT	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7	0	0
PVC SYSTEM	0	6	6	0	0	0	0	13	0	0	0	21	7	7	0	0	7	7	14	0
EGR SYSTEM	0	0	0	6	0	0	0	0	38	0	14	0	14	21	0	100	0	0	0	0
EXHAUST SYS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VACUUM SYS	0	0	0	19	0	0	0	0	25	0	0	0	0	29	0	0	0	0	36	0
ELECT. IGN.	0	0	0	0	0	75	0	0	0	0	100	0	0	0	0	100	0	0	0	0
DIST. CAP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0
ROTOR	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	0	0
POINTS	100	0	0	0	0	25	0	0	0	0	0	29	7	0	14	0	0	14	0	7
ADVANCE MECH	0	0	0	0	0	0	0	0	13	0	0	0	7	0	0	0	0	7	7	0
IGNITION WRS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0
ELECTL WIRES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COIL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CONDENSER	100	0	0	0	0	25	0	0	0	0	0	14	0	0	0	0	0	0	0	0
SPARK PLUGS	0	6	0	0	0	0	0	0	0	13	0	7	0	0	7	0	0	29	0	21
TIMING	0	0	0	0	81	0	0	0	0	88	0	0	0	0	93	0	0	0	0	100
DWELL	100	0	0	0	0	25	0	0	0	25	0	0	0	0	64	0	0	0	0	36

TABLE 23 CONT'D

SUMMARY OF TUNE UP INFORMATION ON ALL FAILED VEHICLES

DENVER

GENERAL MOTORS

	NO. OF VEHICLES 56					NO. OF VEHICLES 9					NO. OF VEHICLES 12					NO. OF VEHICLES 16				
	1975 & 1976					1974					1973					1972				
	N/A$	SRP$	DRP$	RPA$	ADJ$	N/A$	SRP$	DRP$	RPA$	ADJ$	N/A$	SRP$	DRP$	RPA$	ADJ$	N/A$	SRP$	DRP$	RPA$	ADJ$
AIR CLEANER	0	0	2	2	0	0	0	11	11	0	0	0	8	0	0	0	0	0	0	0
AIR FILTER	0	0	25	0	0	0	0	22	0	0	0	0	17	0	0	0	13	25	0	0
A.I.R. SYS	98	0	0	0	0	78	0	11	0	0	75	0	0	0	0	94	0	0	0	0
AIR PUMP BLT	98	0	0	0	0	78	0	0	0	0	75	0	0	0	0	94	0	0	0	0
HEAT RISER V	27	0	0	9	0	67	0	0	0	0	75	0	0	0	0	94	0	0	0	0
IDLE RPM	0	0	0	0	98	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
I. A/F RATIO	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
CARB CHK ACT	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
CARB FLOAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARBURETOR	0	0	0	4	4	0	0	0	11	0	0	0	0	0	0	0	0	0	6	31
FUEL FILTER	0	18	2	0	0	0	0	0	0	0	0	8	0	0	0	0	25	13	0	0
FUEL PUMP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FILLER CAP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FUEL SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EVAP CONT	0	0	5	0	0	0	11	11	0	0	0	0	17	0	0	0	25	19	0	0
PVC SYSTEM	0	4	7	4	0	0	0	11	0	0	0	0	8	0	0	0	13	19	0	0
EGR SYSTEM	0	0	0	5	0	0	0	0	11	0	0	0	8	17	0	100	0	0	0	0
EXHAUST SYS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VACUUM SYS	0	0	0	9	0	0	0	0	11	0	0	0	0	17	0	0	0	0	13	0
ELECT. IGN.	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
DIST. CAP	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	13	0	0
ROTOR	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	6	0	0
POINTS	100	0	0	0	0	0	0	33	0	22	0	0	25	0	0	0	19	0	0	6
ADVANCE MECH	0	0	0	2	0	0	0	0	0	0	0	0	0	8	0	0	0	6	6	0
IGNITION WRS	0	0	5	0	0	0	0	0	0	0	0	0	8	0	0	0	0	6	0	0
ELECTL WIRES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COIL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CONDENSER	100	0	0	0	0	0	0	22	0	0	0	0	17	0	0	0	0	0	0	0
SPARK PLUGS	0	11	0	0	4	0	22	11	0	0	0	25	25	0	0	0	19	13	0	6
TIMING	0	0	0	0	77	0	0	0	0	89	0	0	0	0	83	0	0	0	0	88
DWELL	100	0	0	0	0	0	0	0	0	89	0	0	0	0	75	0	0	0	0	75

TABLE 23 CONT'D

SUMMARY OF TUNE UP INFORMATION ON ALL FAILED VEHICLES

DENVER

IMPORTS

	NO. OF VEHICLES 14					NO. OF VEHICLES 7					NO. OF VEHICLES 12					NO. OF VEHICLES 8				
	1975 & 1976					1974					1973					1972				
	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%	N/A%	SRP%	DRP%	RPA%	ADJ%
AIR CLEANER	0	0	0	21	0	0	0	0	0	0	0	0	0	8	0	0	0	0	13	0
AIR FILTER	0	0	0	0	0	0	14	14	0	0	0	17	25	0	0	0	0	13	0	0
A.I.R. SYS	57	0	0	0	0	71	0	0	0	0	83	0	0	0	0	100	0	0	0	0
AIR PUMP BLT	57	0	0	0	0	71	0	0	0	0	83	0	0	0	0	100	0	0	0	0
HEAT RISER V	86	0	0	0	0	100	0	0	0	0	83	0	0	0	0	100	0	0	0	0
IDLE RPM	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
I. A/F RATIO	7	0	0	0	86	0	0	0	0	100	0	0	0	0	92	0	0	0	0	100
CARB CHK ACT	50	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0
CARB FLOAT	57	0	0	0	0	14	0	0	0	0	8	0	0	0	0	0	0	0	0	0
CARBURETOR	57	0	0	0	7	14	0	0	0	0	8	0	0	0	25	0	0	0	13	0
FUEL FILTER	0	7	0	0	0	0	14	0	0	0	0	8	0	0	0	0	25	0	0	0
FUEL PUMP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FILLER CAP	0	0	0	0	0	0	0	14	0	0	0	0	8	0	0	0	0	0	0	0
FUEL SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0
EVAP CONT	0	0	0	0	0	0	14	0	0	0	25	8	0	0	0	38	0	13	0	0
PVC SYSTEM	0	0	7	0	0	0	14	0	0	0	25	0	8	8	0	0	0	0	13	0
EGR SYSTEM	0	0	0	0	0	43	0	0	0	0	75	0	8	0	0	100	0	0	0	0
EXHAUST SYS	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0
VACUUM SYS	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	25	0
ELECT. IGN.	79	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100	0	0	0	0
DIST. CAP	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0
ROTOR	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0
POINTS	21	7	0	0	0	0	14	14	0	14	0	8	8	0	17	0	13	13	0	25
ADVANCE MECH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IGNITION WRS	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	25	0	0
ELECTL WIRES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COIL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CONDENSER	21	7	0	0	0	0	0	0	0	0	0	8	0	0	0	0	13	13	0	0
SPARK PLUGS	0	7	0	0	0	0	0	0	0	14	0	8	8	0	0	0	13	25	0	38
TIMING	0	0	0	0	79	0	0	0	0	100	0	0	0	0	92	0	0	0	0	100
DWELL	21	0	0	0	29	0	0	0	0	57	0	0	0	0	50	0	0	0	0	75

TABLE 23 CONT'D

SUMMARY OF TUNE UP INFORMATION ON ALL FAILED VEHICLES

DENVER

TOTAL

	NO. OF VEHICLES 124					NO. OF VEHICLES 31					NO. OF VEHICLES 53					NO. OF VEHICLES 50				
	1975 & 1976					1974					1973					1972				
	N/A$	SRP$	DRP$	RPA$	ADJ$	N/A$	SRP$	DRP$	RPA$	ADJ$	N/A$	SRP$	DRP$	RPA$	ADJ$	N/A$	SRP$	DRP$	RPA$	ADJ$
AIR CLEANER	0	0	2	4	0	0	0	6	10	0	0	0	6	6	0	2	0	6	8	0
AIR FILTER	0	1	19	0	0	0	3	19	0	0	0	8	15	0	0	0	8	24	0	0
A.I.R. SYS	80	0	0	2	0	87	0	3	0	0	89	0	0	0	0	98	0	0	0	0
AIR PUMP BLT	80	0	0	0	0	87	0	0	0	0	89	0	0	0	0	98	0	0	0	0
HEAT RISER V	33	0	0	5	0	74	0	0	3	0	62	0	0	0	0	74	0	0	2	0
IDLE RPM	0	0	0	0	99	0	0	0	0	100	0	0	0	0	100	0	0	0	0	100
I. A/F RATIO	1	0	0	0	98	0	0	0	0	100	0	0	0	0	98	0	0	0	0	100
CARB CHK ACT	6	0	0	2	2	0	0	0	0	0	6	0	0	2	0	0	0	0	6	2
CARB FLOAT	6	0	0	0	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0
CARBURETOR	6	0	0	2	6	3	0	0	10	3	2	0	0	0	11	0	0	0	16	14
FUEL FILTER	0	11	1	0	0	0	6	0	0	0	0	11	2	0	0	0	12	8	0	0
FUEL PUMP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FILLER CAP	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0	0	0	0
FUEL SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
EVAP CONT	0	3	5	0	0	0	10	6	0	0	6	6	15	0	0	8	12	18	0	0
PVC SYSTEM	0	4	6	3	0	0	6	10	0	0	6	9	6	4	0	0	8	16	6	0
EGR SYSTEM	0	0	0	4	0	13	0	3	13	0	23	0	9	13	0	100	0	0	0	0
EXHAUST SYS	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
VACUUM SYS	0	0	0	10	0	0	0	0	13	0	0	0	0	23	0	0	0	0	20	0
ELECT IGN.	9	0	0	0	0	74	0	0	0	0	75	0	0	0	0	96	0	0	0	0
DIST. CAP	0	0	1	0	0	0	0	3	0	0	0	0	2	0	0	0	0	8	0	0
ROTOR	0	0	0	0	0	0	3	3	0	0	0	2	0	0	0	0	0	8	0	0
POINTS	91	1	0	0	0	26	3	13	0	10	25	9	9	0	9	4	8	14	0	8
ADVANCE MECH	0	0	2	2	0	0	0	0	3	0	0	0	2	4	0	0	0	4	4	0
IGNITION WRS	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	12	0	0
ELECTL WIRES	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
COIL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CONDENSER	91	1	0	0	0	26	0	6	0	0	25	6	4	0	0	4	2	8	0	0
SPARK PLUGS	0	6	1	0	4	0	13	3	0	10	0	11	9	0	4	0	8	26	0	16
TIMING	0	0	0	0	78	0	0	0	0	94	0	0	0	0	91	0	0	0	0	96
DWELL	91	0	0	0	3	26	0	0	0	45	25	0	0	0	49	4	0	0	0	56

3.7.8 Maintenance Costs

Summarized maintenance cost data for the Denver Inspection/ Maintenance Evaluation Task vehicles are shown on the twelve pages comprising Table 24 which follow.

These data are further summarized below.

Average Maintenance Costs ($)
73 Passed 1975/1976 Model Phase I Vehicles

	Emission Tune-up	Correct Disablement	Recommended Maintenance	Total
Labor	15.40	2.52	3.75	21.67
Parts	1.77	0.00	2.54	4.31
Total	17.18	2.52	6.30	25.99

Average Maintenance Costs ($)
22 Passed 1974 Model Phase I Vehicles

	Emission Tune-up	Correct Disablement	Recommended Maintenance	Total
Labor	22.70	1.10	4.17	27.98
Parts	8.68	0.00	3.92	12.61
Total	31.39	1.10	8.10	40.59

Average Maintenance Costs ($)
16 Passed 1973 Model Phase I Vehicles

	Emission Tune-up	Correct Disablement	Recommended Maintenance	Total
Labor	22.53	0.59	5.40	28.52
Parts	6.94	0.00	4.53	11.48
Total	29.47	0.59	9.93	40.00

Average Maintenance Costs ($)
14 Passed 1972 Model Phase I Vehicles

	Emission Tune-up	Correct Disablement	Recommended Maintenance	Total
Labor	25.65	0.58	2.41	28.64
Parts	6.45	0.00	2.52	8.97
Total	32.10	0.58	4.93	37.61

Average Maintenance Costs ($)
112 (All) 1975/1976 Model Phase I Vehicles

	Emission Tune-up	Correct Disablement	Recommended Maintenance	Total
Labor	15.51	2.42	3.53	21.47
Parts	2.44	0.08	2.13	4.65
Total	17.96	2.50	5.66	26.12

Average Maintenance Costs ($)
30 (All) 1974 Model Phase I Vehicles

	Emission Tune-up	Correct Disablement	Recommended Maintenance	Total
Labor	22.45	1.35	3.69	27.49
Parts	6.65	0.28	3.58	10.51
Total	29.11	1.63	7.27	38.01

Average Maintenance Costs ($)
27 (All) 1973 Model Phase I Vehicles

	Emission Tune-up	Correct Disablement	Recommended Maintenance	Total
Labor	24.50	0.90	5.30	30.70
Parts	10.18	0.00	4.48	14.66
Total	34.68	0.90	9.78	45.36

Average Maintenance Costs ($)
25 (All) 1972 Model Phase I Vehicles

	Emission Tune-up	Correct Disablement	Recommended Maintenance	Total
Labor	28.40	1.08	3.40	32.89
Parts	12.80	1.59	3.39	17.79
Total	41.21	2.67	6.79	50.67

Average Maintenance Costs ($)
124 Failed 1975/1976 Phase I and II Vehicles

	Emission Tune-up	Correct Disablement	Recommended Maintenance	Total
Labor	20.01	0.77	3.19	23.97
Parts	3.03	0.07	1.51	4.61
Total	23.04	0.84	4.70	28.59

Average Maintenance Costs ($)
31 Failed 1974 Model Phase I and II Vehicles

	Emission Tune-up	Correct Disablement	Recommended Maintenance	Total
Labor	23.17	1.05	3.92	28.13
Parts	4.24	0.37	2.32	6.94
Total	27.41	1.42	6.24	35.07

Average Maintenance Costs ($)
53 Failed 1973 Model Phase I and II Vehicles

	Emission Tune-up	Correct Disablement	Recommended Maintenance	Total
Labor	24.55	0.79	4.05	29.39
Parts	6.91	0.07	3.84	10.82
Total	31.47	0.85	7.89	40.22

Average Maintenance Costs ($)
50 Failed 1972 Model Phase I and II Vehicles

	Emission Tune-up	Correct Disablement	Recommended Maintenance	Total
Labor	26.78	0.99	3.19	30.96
Parts	11.13	1.58	3.11	15.83
Total	37.92	2.57	6.30	46.78

TABLE 24

SUMMARY OF MAINTENANCE COST ON PHASE 1 PASSED VEHICLES

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

MANUFACTURER	NO. OF VEH	EMISSION TUNE UP	CORRECT MALADJUST / DISABLE	RECOMMENDED MAINTENANCE	TOTALS MANUFACTURER
AMER. MOTORS	2				
LABOR		$8.10	$6.07	$0.00	$14.17
PARTS		$0.00	$0.00	$0.00	$0.00
TOTAL COSTS		$8.10	$6.07	$0.00	$14.17
CHRYSLER	5				
LABOR		$23.22	$8.64	$3.24	$35.10
PARTS		$0.24	$0.00	$1.13	$1.37
TOTAL COSTS		$23.46	$8.64	$4.37	$36.47
FORD	20				
LABOR		$17.82	$1.35	$5.13	$24.30
PARTS		$2.92	$0.00	$3.99	$6.91
TOTAL COSTS		$20.74	$1.35	$9.12	$31.21
GENERAL MOTORS	27				
LABOR		$15.25	$1.05	$1.85	$18.15
PARTS		$2.53	$0.00	$1.28	$3.81
TOTAL COSTS		$17.78	$1.05	$3.13	$21.96
IMPORTS	19				
LABOR		$11.79	$3.84	$5.54	$21.17
PARTS		$0.08	$0.00	$3.45	$3.53
TOTAL COSTS		$11.88	$3.84	$8.99	$24.70
ALL VEHICLES	73				
LABOR		$15.40	$2.52	$3.75	$21.67
PARTS		$1.77	$0.00	$2.54	$4.31
TOTAL COSTS		$17.18	$2.52	$6.30	$25.99

LABOR COSTS : $13.50 PER HOUR

TABLE 24 CONT'D

SUMMARY OF MAINTENANCE COST ON PHASE 1 PASSED VEHICLES

DENVER

1974 MODEL-YEAR VEHICLES

MANUFACTURER	NO. OF VEH	EMISSION TUNE UP	CORRECT MALADJUST / DISABLE	RECOMMENDED MAINTENANCE	TOTALS MANUFACTURER
AMER. MOTORS	1				
LABOR		$12.15	$0.00	$13.50	$25.65
PARTS		$8.83	$0.00	$14.84	$23.67
TOTAL COSTS		$20.98	$0.00	$28.34	$49.32
CHRYSLER	2				
LABOR		$31.05	$0.00	$0.00	$31.05
PARTS		$11.79	$0.00	$0.00	$11.79
TOTAL COSTS		$42.83	$0.00	$0.00	$42.83
FORD	5				
LABOR		$22.68	$1.62	$0.00	$24.30
PARTS		$4.43	$0.00	$0.00	$4.43
TOTAL COSTS		$27.11	$1.62	$0.00	$28.73
GENERAL MOTORS	11				
LABOR		$22.58	$0.49	$7.12	$30.19
PARTS		$11.39	$0.00	$6.50	$17.89
TOTAL COSTS		$33.97	$0.49	$13.62	$48.08
IMPORTS	3				
LABOR		$21.15	$3.60	$0.00	$24.75
PARTS		$3.76	$0.00	$0.00	$3.76
TOTAL COSTS		$24.91	$3.60	$0.00	$28.51
ALL VEHICLES	22				
LABOR		$22.70	$1.10	$4.17	$27.98
PARTS		$8.68	$0.00	$3.92	$12.61
TOTAL COSTS		$31.39	$1.10	$8.10	$40.59

LABOR COSTS : $13.50 PER HOUR

TABLE 24 CONT'D

SUMMARY OF MAINTENANCE COST ON PHASE 1 PASSED VEHICLES

DENVER

1973 MODEL-YEAR VEHICLES

MANUFACTURER	NO. OF VEH	EMISSION TUNE UP	CORRECT MALADJUST / DISABLE	RECOMMENDED MAINTENANCE	TOTALS MANUFACTURER
AMER. MOTORS	0				
LABOR					
PARTS					
TOTAL COSTS					
CHRYSLER	1				
LABOR		$29.70	$0.00	$0.00	$29.70
PARTS		$1.10	$0.00	$0.00	$1.10
TOTAL COSTS		$30.80	$0.00	$0.00	$30.80
FORD	2				
LABOR		$17.55	$0.00	$0.00	$17.55
PARTS		$2.89	$0.00	$0.00	$2.89
TOTAL COSTS		$20.44	$0.00	$0.00	$20.44
GENERAL MOTORS	11				
LABOR		$24.05	$0.86	$7.36	$32.28
PARTS		$9.42	$0.00	$6.59	$16.02
TOTAL COSTS		$33.48	$0.86	$13.96	$48.29
IMPORTS	2				
LABOR		$15.52	$0.00	$2.70	$18.22
PARTS		$0.30	$0.00	$0.00	$0.30
TOTAL COSTS		$15.82	$0.00	$2.70	$18.52
ALL VEHICLES	16				
LABOR		$22.53	$0.59	$5.40	$28.52
PARTS		$6.94	$0.00	$4.53	$11.48
TOTAL COSTS		$29.47	$0.59	$9.93	$40.00

LABOR COSTS : $13.50 PER HOUR

TABLE 24 CONT'D

SUMMARY OF MAINTENANCE COST ON PHASE 1 PASSED VEHICLES

DENVER

1972 MODEL-YEAR VEHICLES

MANUFACTURER	NO. OF VEH		EMISSION TUNE UP	CORRECT MALADJUST / DISABLE	RECOMMENDED MAINTENANCE	TOTALS MANUFACTURER
AMER. MOTORS	0					
		LABOR				
		PARTS				
		TOTAL COSTS				
CHRYSLER	1					
		LABOR	$27.00	$0.00	$0.00	$27.00
		PARTS	$1.21	$0.00	$0.00	$1.21
		TOTAL COSTS	$28.21	$0.00	$0.00	$28.21
FORD	5					
		LABOR	$18.09	$1.62	$6.75	$26.46
		PARTS	$0.29	$0.00	$7.06	$7.35
		TOTAL COSTS	$18.38	$1.62	$13.81	$33.81
GENERAL MOTORS	6					
		LABOR	$31.27	$0.00	$0.00	$31.27
		PARTS	$14.60	$0.00	$0.00	$14.60
		TOTAL COSTS	$45.88	$0.00	$0.00	$45.88
IMPORTS	2					
		LABOR	$27.00	$0.00	$0.00	$27.00
		PARTS	$0.00	$0.00	$0.00	$0.00
		TOTAL COSTS	$27.00	$0.00	$0.00	$27.00
ALL VEHICLES	14					
		LABOR	$25.65	$0.58	$2.41	$28.64
		PARTS	$6.45	$0.00	$2.52	$8.97
		TOTAL COSTS	$32.10	$0.58	$4.93	$37.61

LABOR COSTS : $13.50 PER HOUR

TABLE 24 CONT´D

SUMMARY OF MAINTENANCE COST ON ALL PHASE 1 VEHICLES

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

MANUFACTURER	NO. OF VEH		EMISSION TUNE UP	CORRECT MALADJUST / DISABLE	RECOMMENDED MAINTENANCE	TOTALS MANUFACTURER
AMER. MOTORS	6					
		LABOR	$8.10	$3.60	$1.80	$13.50
		PARTS	$0.91	$0.00	$0.00	$0.91
		TOTAL COSTS	$9.01	$3.60	$1.80	$14.41
CHRYSLER	15					
		LABOR	$20.34	$4.41	$4.50	$29.25
		PARTS	$5.37	$0.00	$2.20	$7.56
		TOTAL COSTS	$25.71	$4.41	$6.70	$36.81
FORD	25					
		LABOR	$17.33	$2.27	$4.64	$24.25
		PARTS	$2.66	$0.34	$3.19	$6.20
		TOTAL COSTS	$20.00	$2.61	$7.84	$30.44
GENERAL MOTORS	40					
		LABOR	$14.95	$1.35	$1.59	$17.89
		PARTS	$2.93	$0.00	$0.89	$3.82
		TOTAL COSTS	$17.88	$1.35	$2.48	$21.71
IMPORTS	26					
		LABOR	$13.55	$2.80	$5.30	$21.65
		PARTS	$0.15	$0.00	$3.46	$3.62
		TOTAL COSTS	$13.71	$2.80	$8.76	$25.27
ALL VEHICLES	112					
		LABOR	$15.51	$2.42	$3.53	$21.47
		PARTS	$2.44	$0.08	$2.13	$4.65
		TOTAL COSTS	$17.96	$2.50	$5.66	$26.12

LABOR COSTS : $13.50 PER HOUR

TABLE 24 CONT'D

SUMMARY OF MAINTENANCE COST ON ALL PHASE 1 VEHICLES

DENVER

1974 MODEL-YEAR VEHICLES

MANUFACTURER	NO. OF VEH	EMISSION TUNE UP	CORRECT MALADJUST / DISABLE	RECOMMENDED MAINTENANCE	TOTALS MANUFACTURER
AMER. MOTORS	1				
	LABOR	$12.15	$0.00	$13.50	$25.65
	PARTS	$8.83	$0.00	$14.84	$23.67
	TOTAL COSTS	$20.98	$0.00	$28.34	$49.32
CHRYSLER	4				
	LABOR	$22.61	$0.00	$2.36	$24.97
	PARTS	$7.44	$0.00	$2.65	$10.09
	TOTAL COSTS	$30.05	$0.00	$5.01	$35.06
FORD	7				
	LABOR	$21.99	$3.47	$0.58	$26.04
	PARTS	$3.16	$1.19	$0.30	$4.66
	TOTAL COSTS	$25.15	$4.66	$0.88	$30.69
GENERAL MOTORS	13				
	LABOR	$23.47	$0.42	$6.44	$30.32
	PARTS	$9.73	$0.00	$6.15	$15.88
	TOTAL COSTS	$33.20	$0.42	$12.59	$46.20
IMPORTS	5				
	LABOR	$22.41	$2.16	$0.00	$24.57
	PARTS	$2.48	$0.00	$0.00	$2.48
	TOTAL COSTS	$24.89	$2.16	$0.00	$27.05
ALL VEHICLES	30				
	LABOR	$22.45	$1.35	$3.69	$27.49
	PARTS	$6.65	$0.28	$3.58	$10.51
	TOTAL COSTS	$29.11	$1.63	$7.27	$38.01

LABOR COSTS : $13.50 PER HOUR

TABLE 24 CONT'D

SUMMARY OF MAINTENANCE COST ON ALL PHASE 1 VEHICLES

DENVER

1973 MODEL-YEAR VEHICLES

MANUFACTURER	NO. OF VEH		EMISSION TUNE UP	CORRECT MALADJUST / DISABLE	RECOMMENDED MAINTENANCE	TOTALS MANUFACTURER
AMER. MOTORS	1					
		LABOR	$27.00	$8.10	$0.00	$35.10
		PARTS	$7.63	$0.00	$0.00	$7.63
		TOTAL COSTS	$34.63	$8.10	$0.00	$42.73
CHRYSLER	3					
		LABOR	$24.30	$0.00	$1.80	$26.10
		PARTS	$11.97	$0.00	$0.00	$11.97
		TOTAL COSTS	$36.27	$0.00	$1.80	$38.07
FORD	6					
		LABOR	$25.20	$1.12	$1.80	$28.12
		PARTS	$6.41	$0.00	$1.70	$8.10
		TOTAL COSTS	$31.61	$1.12	$3.50	$36.23
GENERAL MOTORS	12					
		LABOR	$25.87	$0.79	$6.75	$33.41
		PARTS	$11.76	$0.00	$6.05	$17.80
		TOTAL COSTS	$37.63	$0.79	$12.79	$51.21
IMPORTS	5					
		LABOR	$19.98	$0.00	$9.18	$29.16
		PARTS	$10.38	$0.00	$7.64	$18.01
		TOTAL COSTS	$30.36	$0.00	$16.82	$47.17
ALL VEHICLES	27					
		LABOR	$24.50	$0.90	$5.30	$30.70
		PARTS	$10.18	$0.00	$4.48	$14.66
		TOTAL COSTS	$34.68	$0.90	$9.78	$45.36

LABOR COSTS : $13.50 PER HOUR

TABLE 24 CONT'D

SUMMARY OF MAINTENANCE COST ON ALL PHASE 1 VEHICLES

DENVER

1972 MODEL-YEAR VEHICLES

MANUFACTURER	NO. OF VEH		EMISSION TUNE UP	CORRECT MALADJUST / DISABLE	RECOMMENDED MAINTENANCE	TOTALS MANUFACTURER
AMER. MOTORS	1					
		LABOR	$28.35	$8.10	$4.05	$40.50
		PARTS	$24.31	$0.00	$0.00	$24.31
		TOTAL COSTS	$52.66	$8.10	$4.05	$64.81
CHRYSLER	3					
		LABOR	$29.25	$0.45	$3.60	$33.30
		PARTS	$18.53	$1.25	$4.84	$24.63
		TOTAL COSTS	$47.78	$1.70	$8.44	$57.93
FORD	6					
		LABOR	$19.35	$2.92	$5.63	$27.90
		PARTS	$3.42	$6.01	$5.88	$15.32
		TOTAL COSTS	$22.77	$8.94	$11.50	$43.22
GENERAL MOTORS	11					
		LABOR	$32.40	$0.00	$3.31	$35.71
		PARTS	$18.43	$0.00	$3.18	$21.61
		TOTAL COSTS	$50.83	$0.00	$6.49	$57.33
IMPORTS	4					
		LABOR	$30.37	$0.00	$0.00	$30.37
		PARTS	$4.22	$0.00	$0.00	$4.22
		TOTAL COSTS	$34.59	$0.00	$0.00	$34.59
ALL VEHICLES	25					
		LABOR	$28.40	$1.08	$3.40	$32.89
		PARTS	$12.80	$1.59	$3.39	$17.79
		TOTAL COSTS	$41.21	$2.67	$6.79	$50.67

LABOR COSTS : $13.50 PER HOUR

TABLE 24 CONT'D

SUMMARY OF MAINTENANCE COST ON ALL FAILED VEHICLES

DENVER

1975 & 1976 MODEL-YEAR VEHICLES

MANUFACTURER	NO. OF VEH	EMISSION TUNE UP	CORRECT MALADJUST / DISABLE	RECOMMENDED MAINTENANCE	TOTALS MANUFACTURER
AMER. MOTORS	9				
LABOR		$21.60	$1.05	$1.20	$23.85
PARTS		$7.77	$0.00	$0.00	$7.77
TOTAL COSTS		$29.37	$1.05	$1.20	$31.62
CHRYSLER	29				
LABOR		$22.11	$0.93	$2.14	$25.18
PARTS		$3.46	$0.00	$1.11	$4.57
TOTAL COSTS		$25.57	$0.93	$3.25	$29.76
FORD	16				
LABOR		$19.24	$2.11	$2.95	$24.30
PARTS		$1.44	$0.53	$0.47	$2.44
TOTAL COSTS		$20.68	$2.64	$3.42	$26.74
GENERAL MOTORS	56				
LABOR		$19.26	$0.46	$4.17	$23.89
PARTS		$3.22	$0.00	$2.20	$5.42
TOTAL COSTS		$22.48	$0.46	$6.37	$29.31
IMPORTS	14				
LABOR		$18.51	$0.00	$2.99	$21.50
PARTS		$0.17	$0.00	$1.76	$1.93
TOTAL COSTS		$18.69	$0.00	$4.74	$23.43
ALL VEHICLES	124				
LABOR		$20.01	$0.77	$3.19	$23.97
PARTS		$3.03	$0.07	$1.51	$4.61
TOTAL COSTS		$23.04	$0.84	$4.70	$28.59

LABOR COSTS : $13.50 PER HOUR

TABLE 24 CONT'D

SUMMARY OF MAINTENANCE COST ON ALL FAILED VEHICLES

DENVER

1974 MODEL-YEAR VEHICLES

MANUFACTURER	NO OF VEH		EMISSION TUNE UP	CORRECT MALADJUST / DISABLE	RECOMMENDED MAINTENANCE	TOTALS MANUFACTURER
AMER. MOTORS	1					
		LABOR	$33.75	$0.00	$0.00	$33.75
		PARTS	$6.82	$0.00	$0.00	$6.82
		TOTAL COSTS	$40.57	$0.00	$0.00	$40.57
CHRYSLER	6					
		LABOR	$19.35	$2.02	$5.85	$27.22
		PARTS	$3.30	$0.52	$5.00	$8.82
		TOTAL COSTS	$22.65	$2.54	$10.85	$36.04
FORD	8					
		LABOR	$22.27	$2.02	$2.19	$26.49
		PARTS	$1.35	$1.04	$0.27	$2.66
		TOTAL COSTS	$23.63	$3.07	$2.46	$29.16
GENERAL MOTORS	9					
		LABOR	$31.35	$0.00	$1.05	$32.40
		PARTS	$9.38	$0.00	$1.85	$11.23
		TOTAL COSTS	$40.73	$0.00	$2.90	$43.63
IMPORTS	7					
		LABOR	$15.43	$0.58	$8.49	$24.49
		PARTS	$1.37	$0.00	$3.33	$4.70
		TOTAL COSTS	$16.80	$0.58	$11.82	$29.20
ALL VEHICLES	31					
		LABOR	$23.17	$1.05	$3.92	$28.13
		PARTS	$4.24	$0.37	$2.32	$6.94
		TOTAL COSTS	$27.41	$1.42	$6.24	$35.07

LABOR COSTS · $13.50 PER HOUR

TABLE 24 CONT'D

SUMMARY OF MAINTENANCE COST ON ALL FAILED VEHICLES

DENVER

1973 MODEL-YEAR VEHICLES

MANUFACTURER	NO. OF VEH	EMISSION TUNE UP	CORRECT MALADJUST / DISABLE	RECOMMENDED MAINTENANCE	TOTALS MANUFACTURER
AMER. MOTORS	2				
LABOR		$19.57	$4.05	$6.75	$30.37
PARTS		$3.81	$0.00	$0.61	$4.43
TOTAL COSTS		$23.39	$4.05	$7.36	$34.80
CHRYSLER	13				
LABOR		$21.70	$1.56	$1.97	$25.23
PARTS		$4.85	$0.27	$1.91	$7.03
TOTAL COSTS		$26.56	$1.82	$3.88	$32.26
FORD	14				
LABOR		$22.56	$0.48	$6.65	$29.70
PARTS		$5.90	$0.00	$5.56	$11.46
TOTAL COSTS		$28.47	$0.48	$12.21	$41.16
GENERAL MOTORS	12				
LABOR		$29.59	$0.00	$3.49	$33.07
PARTS		$11.04	$0.00	$5.13	$16.17
TOTAL COSTS		$40.63	$0.00	$8.62	$49.24
IMPORTS	12				
LABOR		$25.76	$0.56	$3.37	$29.70
PARTS		$6.72	$0.00	$3.18	$9.90
TOTAL COSTS		$32.48	$0.56	$6.56	$39.60
ALL VEHICLES	53				
LABOR		$24.55	$0.79	$4.05	$29.39
PARTS		$6.91	$0.07	$3.84	$10.82
TOTAL COSTS		$31.47	$0.85	$7.89	$40.22

LABOR COSTS : $13.50 PER HOUR

TABLE 24 CONT'D

SUMMARY OF MAINTENANCE COST ON ALL FAILED VEHICLES

DENVER

1972 MODEL-YEAR VEHICLES

MANUFACTURER	NO. OF VEH		EMISSION TUNE UP	CORRECT MALADJUST / DISABLE	RECOMMENDED MAINTENANCE	TOTALS MANUFACTURER
AMER. MOTORS	2					
		LABOR	$29.70	$4.05	$2.02	$35.77
		PARTS	$12.15	$0.00	$0.00	$12.15
		TOTAL COSTS	$41.85	$4.05	$2.02	$47.93
CHRYSLER	10					
		LABOR	$26.59	$0.13	$1.08	$27.81
		PARTS	$12.65	$0.38	$1.45	$14.48
		TOTAL COSTS	$39.24	$0.51	$2.53	$42.29
FORD	14					
		LABOR	$25.65	$2.84	$0.77	$29.27
		PARTS	$13.12	$5.38	$1.69	$20.19
		TOTAL COSTS	$38.77	$8.23	$2.47	$49.46
GENERAL MOTORS	16					
		LABOR	$26.58	$0.00	$5.40	$31.98
		PARTS	$9.21	$0.00	$6.09	$15.30
		TOTAL COSTS	$35.78	$0.00	$11.49	$47.28
IMPORTS	8					
		LABOR	$28.69	$0.00	$5.91	$34.59
		PARTS	$9.36	$0.00	$2.49	$11.85
		TOTAL COSTS	$38.04	$0.00	$8.39	$46.44
ALL VEHICLES	50					
		LABOR	$26.78	$0.99	$3.19	$30.96
		PARTS	$11.13	$1.58	$3.11	$15.83
		TOTAL COSTS	$37.92	$2.57	$6.30	$46.78

LABOR COSTS : $13.50 PER HOUR

3.7.9 Vehicles Meeting Federal Exhaust Emission Standards Before and After Maintenance

Summary data on Denver Inspection/Maintenance Task vehicles relative to the 1975/1976, 1973/1974 and 1972 Federal Exhaust Emission Standards are presented on the six pages comprising Table 25 which follows. These data, presented for these vehicles before and after the study-related maintenance, are further summarized below.

Vehicles Meeting 1975/1976 Standards
73 Passed 1975/1976 Model Phase I Vehicles

Condition	HC (≤1.5 gm/mi)		CO (≤15 gm/mi)		NO_{xc} (≤3.1 gm/mi)		Passed All Three	
	(No.)	(%)	(No.)	(%)	(No.)	(%)	(No.)	(%)
As-Rec'd	35	47.9	12	16.4	70	95.9	9	12.3
After Mtce.	44	60.3	15	20.5	71	97.3	12	16.4

Vehicles Meeting 1974 Standards
22 Passed 1974 Model Phase I Vehicles

Condition	HC (≤3.4 gm/mi)		CO (≤39 gm/mi)		NO_{xc} (≤3.0 gm/mi)		Passed All Three	
	(No.)	(%)	(No.)	(%)	(No.)	(%)	(No.)	(%)
As-Rec'd	2	9.1	0	0.0	20	90.9	0	0.0
After Mtce.	2	9.1	0	0.0	19	86.4	0	0.0

Vehicles Meeting 1973 Standards
16 Passed 1973 Model Phase I Vehicles

Condition	HC (≤3.4 gm/mi)		CO (≤39 gm/mi)		NO_{xc} (≤3.0 gm/mi)		Passed All Three	
	(No.)	(%)	(No.)	(%)	(No.)	(%)	(No.)	(%)
As-Rec'd	3	18.8	0	0.0	14	87.5	0	0.0
After Mtce.	5	31.3	2	12.5	14	87.5	0	0.0

Vehicles Meeting 1972 Standards
14 Passed 1972 Model Phase I Vehicles

Condition	HC (≤3.4 gm/mi)		CO (≤39 gm/mi)		Passed Both	
	(No.)	(%)	(No.)	(%)	(No.)	(%)
As-Rec'd	0	0.0	0	0.0	0	0.0
After Mtce.	1	7.1	0	0.0	0	0.0

Vehicles Meeting 1975/1976 Standards
112 (All) 1975/1976 Model Phase I Vehicles

Condition	HC (≤1.5 gm/mi)		CO (≤15 gm/mi)		NO_{xc} (≤3.1 gm/mi)		Passed All Three	
	(No.)	(%)	(No.)	(%)	(No.)	(%)	(No.)	(%)
As-Rec'd	37	33.0	12	10.7	107	95.5	9	8.0
After Mtce.	56	50.0	18	16.1	110	98.2	15	13.4

Vehicles Meeting 1974 Standards
30 (All) 1974 Model Phase I Vehicles

Condition	HC (≤3.4 gm/mi)		CO (≤39 gm/mi)		NO_{xc} (≤3.0 gm/mi)		Passed All Three	
	(No.)	(%)	(No.)	(%)	(No.)	(%)	(No.)	(%)
As-Rec'd	3	10.0	0	0.0	28	93.3	0	0.0
After Mtce.	3	10.0	0	0.0	27	90.0	0	0.0

Vehicles Meeting 1973 Standards
27 (All) 1973 Model Phase I Vehicles

Condition	HC (≤3.4 gm/mi)		CO (≤39 gm/mi)		NO_{xc} (≤3.0 gm/mi)		Passed All Three	
	(No.)	(%)	(No.)	(%)	(No.)	(%)	(No.)	(%)
As-Rec'd	3	11.1	0	0.0	23	85.2	0	0.0
After Mtce.	7	25.9	2	7.4	23	85.2	0	0.0

Vehicles Meeting 1972 Standards
25 (All) 1972 Model Phase I Vehicles

Condition	HC (≤3.4 gm/mi)		CO (≤39 gm/mi)		Passed Both	
	(No.)	(%)	(No.)	(%)	(No.)	(%)
As-Rec'd	0	0.0	0	0.0	0	0.0
After Mtce.	3	12.0	0	0.0	0	0.0

Vehicles Meeting 1975/1976 Standards
124 Failed 1975/1976 Model Phase I and II Vehicles

Condition	HC		CO		NO_{xc}		Passed	
	(≤1.5 gm/mi)		(≤15 gm/mi)		(≤3.1 gm/mi)		All Three	
	(No.)	(%)	(No.)	(%)	(No.)	(%)	(No.)	(%)
As-Rec'd	2	1.6	1	0.8	122	98.4	0	0.0
After Mtce.	43	34.7	4	3.2	124	100.0	4	3.2

Vehicles Meeting 1974 Standards
31 Failed 1974 Model Phase I and II Vehicles

Condition	HC		CO		NO_{xc}		Passed	
	(≤3.4 gm/mi)		(≤39 gm/mi)		(≤3.0 gm/mi)		All Three	
	(No.)	(%)	(No.)	(%)	(No.)	(%)	(No.)	(%)
As-Rec'd	1	3.2	0	0.0	28	90.3	0	0.0
After Mtce.	3	9.7	1	3.2	30	96.8	0	0.0

Vehicles Meeting 1973 Standards
53 Failed 1973 Model Phase I and II Vehicles

Condition	HC		CO		NO_{xc}		Passed	
	(≤3.4 gm/mi)		(≤39 gm/mi)		(≤3.0 gm/mi)		All Three	
	(No.)	(%)	(No.)	(%)	(No.)	(%)	(No.)	(%)
As-Rec'd	3	5.7	1	1.9	48	90.6	0	0.0
After Mtce.	8	15.1	3	5.7	48	90.6	2	3.8

Vehicles Meeting 1972 Standards
50 Failed 1972 Model Phase I and II Vehicles

Condition	HC		CO		Passed Both	
	(≤3.4 gm/mi)		(≤39 gm/mi)			
	(No.)	(%)	(No.)	(%)	(No.)	(%)
As-Rec'd	0	0.0	1	2.0	0	0.0
After Mtce.	3	6.0	4	8.0	1	2.0

TABLE 25

SUMMARY OF PHASE 1 PASSED VEHICLES MEETING FEDERAL STANDARDS BEFORE MAINTENANCE

DENVER

MODEL YEAR / MAKE	NO. OF VEH	HC ≤ 1.5 GM/MI		CO ≤ 15 GM/MI		NOXC ≤ 3.1 GM/MI		PASSED ALL THREE	
		NO.	%	NO.	%	NO.	%	NO.	%
1975 & 1976									
AMER. MOTORS	2	2	100.0	2	100.0	1	50.0	1	50.0
CHRYSLER	5	1	20.0	0	0.0	5	100.0	0	0.0
FORD	20	13	65.0	1	5.0	20	100.0	1	5.0
GENERAL MOTORS	27	14	51.9	7	25.9	26	96.3	6	22.2
IMPORTS	19	5	26.3	2	10.5	18	94.7	1	5.3
TOTAL	73	35	47.9	12	16.4	70	95.9	9	12.3

MODEL YEAR / MAKE	NO. OF VEH	HC ≤ 3.4 GM/MI		CO ≤ 39 GM/MI		NOXC ≤ 3.0 GM/MI		PASSED ALL THREE	
		NO.	%	NO.	%	NO.	%	NO.	%
1974									
AMER. MOTORS	1	0	0.0	0	0.0	1	100.0	0	0.0
CHRYSLER	2	0	0.0	0	0.0	2	100.0	0	0.0
FORD	5	0	0.0	0	0.0	5	100.0	0	0.0
GENERAL MOTORS	11	2	18.2	0	0.0	9	81.8	0	0.0
IMPORTS	3	0	0.0	0	0.0	3	100.0	0	0.0
TOTAL	22	2	9.1	0	0.0	20	90.9	0	0.0
1973									
AMER. MOTORS	0	0	0.0	0	0.0	0	0.0	0	0.0
CHRYSLER	1	0	0.0	0	0.0	0	0.0	0	0.0
FORD	2	0	0.0	0	0.0	2	100.0	0	0.0
GENERAL MOTORS	11	2	18.2	0	0.0	10	90.9	0	0.0
IMPORTS	2	1	50.0	0	0.0	2	100.0	0	0.0
TOTAL	16	3	18.8	0	0.0	14	87.5	0	0.0

MODEL YEAR / MAKE	NO. OF VEH	HC ≤ 3.4 GM/MI		CO ≤ 39 GM/MI		PASSED BOTH	
		NO.	%	NO.	%	NO.	%
1972							
AMER. MOTORS	0	0	0.0	0	0.0	0	0.0
CHRYSLER	1	0	0.0	0	0.0	0	0.0
FORD	5	0	0.0	0	0.0	0	0.0
GENERAL MOTORS	6	0	0.0	0	0.0	0	0.0
IMPORTS	2	0	0.0	0	0.0	0	0.0
TOTAL	14	0	0.0	0	0.0	0	0.0

TABLE 25 CONT'D

SUMMARY OF PHASE 1 PASSED VEHICLES MEETING FEDERAL STANDARDS AFTER MAINTENANCE

DENVER

MODEL	NO OF	HC ≤ 1.5 GM/MI		CO ≤ 15 GM/MI		NOXC ≤ 3.1 GM/MI		PASSED ALL THREE	
YEAR / MAKE	VEH	NO.	%	NO.	%	NO.	%	NO.	%
1975 & 1976									
AMER. MOTORS	2	2	100.0	2	100.0	1	50.0	1	50.0
CHRYSLER	5	3	60.0	1	20.0	5	100.0	1	20.0
FORD	20	17	85.0	3	15.0	20	100.0	3	15.0
GENERAL MOTORS	27	18	66.7	7	25.9	26	96.3	7	25.9
IMPORTS	19	4	21.1	2	10.5	19	100.0	0	0.0
TOTAL	73	44	60.3	15	20.5	71	97.3	12	16.4

		HC ≤ 3.4 GM/MI		CO ≤ 39 GM/MI		NOXC ≤ 3.0 GM/MI		PASSED ALL THREE	
		NO	%	NO.	%	NO.	%	NO.	%
1974									
AMER. MOTORS	1	0	0.0	0	0.0	0	0.0	0	0.0
CHRYSLER	2	0	0.0	0	0.0	2	100.0	0	0.0
FORD	5	0	0.0	0	0.0	5	100.0	0	0.0
GENERAL MOTORS	11	2	18.2	0	0.0	9	81.8	0	0.0
IMPORTS	3	0	0.0	0	0.0	3	100.0	0	0.0
TOTAL	22	2	9.1	0	0.0	19	86.4	0	0.0
1973									
AMER. MOTORS	0	0	0.0	0	0.0	0	0.0	0	0.0
CHRYSLER	1	0	0.0	0	0.0	0	0.0	0	0.0
FORD	2	0	0.0	0	0.0	2	100.0	0	0.0
GENERAL MOTORS	11	4	36.4	2	18.2	10	90.9	0	0.0
IMPORTS	2	1	50.0	0	0.0	2	100.0	0	0.0
TOTAL	16	5	31.3	2	12.5	14	87.5	0	0.0

		HC ≤ 3.4 GM/MI		CO ≤ 39 GM/MI		PASSED BOTH	
		NO.	%	NO.	%	NO.	%
1972							
AMER MOTORS	0	0	0.0	0	0.0	0	0.0
CHRYSLER	1	0	0.0	0	0.0	0	0.0
FORD	5	1	20.0	0	0.0	0	0.0
GENERAL MOTORS	6	0	0.0	0	0.0	0	0.0
IMPORTS	2	0	0.0	0	0.0	0	0.0
TOTAL	14	1	7.1	0	0.0	0	0.0

TABLE 25 CONT'D

SUMMARY OF ALL PHASE 1 VEHICLES MEETING FEDERAL STANDARDS BEFORE MAINTENANCE

DENVER

MODEL YEAR / MAKE	NO. OF VEH	HC ≤ 1.5 GM/MI NO.	%	CO ≤ 15 GM/MI NO.	%	NOXC ≤ 3.1 GM/MI NO.	%	PASSED ALL THREE NO.	%
1975 & 1976									
AMER. MOTORS	6	2	33.3	2	33.3	3	50.0	1	16.7
CHRYSLER	15	1	6.7	0	0.0	15	100.0	0	0.0
FORD	25	14	56.0	1	4.0	25	100.0	1	4.0
GENERAL MOTORS	40	15	37.5	7	17.5	39	97.5	6	15.0
IMPORTS	26	5	19.2	2	7.7	25	96.2	1	3.8
TOTAL	112	37	33.0	12	10.7	107	95.5	9	8.0

MODEL YEAR / MAKE	NO. OF VEH	HC ≤ 3.4 GM/MI NO.	%	CO ≤ 39 GM/MI NO.	%	NOXC ≤ 3.0 GM/MI NO.	%	PASSED ALL THREE NO.	%
1974									
AMER. MOTORS	1	0	0.0	0	0.0	1	100.0	0	0.0
CHRYSLER	4	0	0.0	0	0.0	4	100.0	0	0.0
FORD	7	0	0.0	0	0.0	7	100.0	0	0.0
GENERAL MOTORS	13	3	23.1	0	0.0	11	84.6	0	0.0
IMPORTS	5	0	0.0	0	0.0	5	100.0	0	0.0
TOTAL	30	3	10.0	0	0.0	28	93.3	0	0.0
1973									
AMER. MOTORS	1	0	0.0	0	0.0	0	0.0	0	0.0
CHRYSLER	3	0	0.0	0	0.0	1	33.3	0	0.0
FORD	6	0	0.0	0	0.0	6	100.0	0	0.0
GENERAL MOTORS	12	2	16.7	0	0.0	11	91.7	0	0.0
IMPORTS	5	1	20.0	0	0.0	5	100.0	0	0.0
TOTAL	27	3	11.1	0	0.0	23	85.2	0	0.0

MODEL YEAR / MAKE	NO. OF VEH	HC ≤ 3.4 GM/MI NO.	%	CO ≤ 39 GM/MI NO.	%	PASSED BOTH NO.	%
1972							
AMER. MOTORS	1	0	0.0	0	0.0	0	0.0
CHRYSLER	3	0	0.0	0	0.0	0	0.0
FORD	6	0	0.0	0	0.0	0	0.0
GENERAL MOTORS	11	0	0.0	0	0.0	0	0.0
IMPORTS	4	0	0.0	0	0.0	0	0.0
TOTAL	25	0	0.0	0	0.0	0	0.0

TABLE 25 CONT'D

SUMMARY OF ALL PHASE 1 VEHICLES MEETING FEDERAL STANDARDS AFTER MAINTENANCE

DENVER

MODEL YEAR / MAKE	NO OF VEH	HC ≤ 1.5 GM/MI NO	HC ≤ 1.5 GM/MI %	CO ≤ 15 GM/MI NO	CO ≤ 15 GM/MI %	NOXC ≤ 3.1 GM/MI NO.	NOXC ≤ 3.1 GM/MI %	PASSED ALL THREE NO.	PASSED ALL THREE %
1975 & 1976									
AMER. MOTORS	6	2	33.3	2	33.3	5	83.3	1	16.7
CHRYSLER	15	7	46.7	3	20.0	15	100.0	3	20.0
FORD	25	19	76.0	4	16.0	25	100.0	4	16.0
GENERAL MOTORS	40	23	57.5	7	17.5	39	97.5	7	17.5
IMPORTS	26	5	19.2	2	7.7	26	100.0	0	0.0
TOTAL	112	56	50.0	18	16.1	110	98.2	15	13.4

MODEL YEAR / MAKE	NO OF VEH	HC ≤ 3.4 GM/MI NO	HC ≤ 3.4 GM/MI %	CO ≤ 39 GM/MI NO	CO ≤ 39 GM/MI %	NOXC ≤ 3.0 GM/MI NO.	NOXC ≤ 3.0 GM/MI %	PASSED ALL THREE NO.	PASSED ALL THREE %
1974									
AMER. MOTORS	1	0	0.0	0	0.0	0	0.0	0	0.0
CHRYSLER	4	1	25.0	0	0.0	4	100.0	0	0.0
FORD	7	0	0.0	0	0.0	7	100.0	0	0.0
GENERAL MOTORS	13	2	15.4	0	0.0	11	84.6	0	0.0
IMPORTS	5	0	0.0	0	0.0	5	100.0	0	0.0
TOTAL	30	3	10.0	0	0.0	27	90.0	0	0.0
1973									
AMER. MOTORS	1	1	100.0	0	0.0	1	100.0	0	0.0
CHRYSLER	3	1	33.3	0	0.0	1	33.3	0	0.0
FORD	6	0	0.0	0	0.0	5	83.3	0	0.0
GENERAL MOTORS	12	4	33.3	2	16.7	11	91.7	0	0.0
IMPORTS	5	1	20.0	0	0.0	5	100.0	0	0.0
TOTAL	27	7	25.9	2	7.4	23	85.2	0	0.0

MODEL YEAR / MAKE	NO OF VEH	HC ≤ 3.4 GM/MI NO.	HC ≤ 3.4 GM/MI %	CO ≤ 39 GM/MI NO.	CO ≤ 39 GM/MI %	PASSED BOTH NO.	PASSED BOTH %
1972							
AMER. MOTORS	1	1	100.0	0	0.0	0	0.0
CHRYSLER	3	0	0.0	0	0.0	0	0.0
FORD	6	2	33.3	0	0.0	0	0.0
GENERAL MOTORS	11	0	0.0	0	0.0	0	0.0
IMPORTS	4	0	0.0	0	0.0	0	0.0
TOTAL	25	3	12.0	0	0.0	0	0.0

TABLE 25 CONT'D

SUMMARY OF ALL FAILED VEHICLES MEETING FEDERAL STANDARDS BEFORE MAINTENANCE

DENVER

MODEL YEAR / MAKE	NO. OF VEH	HC ≤ 1.5 GM/MI NO.	%	CO ≤ 15 GM/MI NO.	%	NOXC ≤ 3.1 GM/MI NO.	%	PASSED ALL THREE NO.	%
1975 & 1976									
AMER. MOTORS	9	0	0.0	0	0.0	7	77.8	0	0.0
CHRYSLER	29	0	0.0	0	0.0	29	100.0	0	0.0
FORD	16	1	6.3	1	6.3	16	100.0	0	0.0
GENERAL MOTORS	56	1	1.8	0	0.0	56	100.0	0	0.0
IMPORTS	14	0	0.0	0	0.0	14	100.0	0	0.0
TOTAL	124	2	1.6	1	0.8	122	98.4	0	0.0

MODEL YEAR / MAKE	NO. OF VEH	HC ≤ 3.4 GM/MI NO.	%	CO ≤ 39 GM/MI NO.	%	NOXC ≤ 3.0 GM/MI NO.	%	PASSED ALL THREE NO.	%
1974									
AMER. MOTORS	1	0	0.0	0	0.0	1	100.0	0	0.0
CHRYSLER	6	0	0.0	0	0.0	4	66.7	0	0.0
FORD	8	0	0.0	0	0.0	7	87.5	0	0.0
GENERAL MOTORS	9	1	11.1	0	0.0	9	100.0	0	0.0
IMPORTS	7	0	0.0	0	0.0	7	100.0	0	0.0
TOTAL	31	1	3.2	0	0.0	28	90.3	0	0.0
1973									
AMER. MOTORS	2	0	0.0	0	0.0	1	50.0	0	0.0
CHRYSLER	13	0	0.0	0	0.0	10	76.9	0	0.0
FORD	14	1	7.1	0	0.0	13	92.9	0	0.0
GENERAL MOTORS	12	0	0.0	0	0.0	12	100.0	0	0.0
IMPORTS	12	2	16.7	1	8.3	12	100.0	0	0.0
TOTAL	53	3	5.7	1	1.9	48	90.6	0	0.0

MODEL YEAR / MAKE	NO. OF VEH	HC ≤ 3.4 GM/MI NO.	%	CO ≤ 39 GM/MI NO.	%	PASSED BOTH NO.	%
1972							
AMER. MOTORS	2	0	0.0	0	0.0	0	0.0
CHRYSLER	10	0	0.0	0	0.0	0	0.0
FORD	14	0	0.0	0	0.0	0	0.0
GENERAL MOTORS	16	0	0.0	0	0.0	0	0.0
IMPORTS	8	0	0.0	1	12.5	0	0.0
TOTAL	50	0	0.0	1	2.0	0	0.0

TABLE 25 CONT'D

SUMMARY OF ALL FAILED VEHICLES MEETING FEDERAL STANDARDS AFTER MAINTENANCE

DENVER

MODEL YEAR / MAKE	NO. OF VEH	HC ≤ 1.5 GM/MI		CO ≤ 15 GM/MI		NOXC ≤ 3.1 GM/MI		PASSED ALL THREE	
		NO.	%	NO.	%	NO.	%	NO.	%
1975 & 1976									
AMER. MOTORS	9	0	0.0	0	0.0	9	100.0	0	0.0
CHRYSLER	29	11	37.9	2	6.9	29	100.0	2	6.9
FORD	16	5	31.3	2	12.5	16	100.0	2	12.5
GENERAL MOTORS	56	26	46.4	0	0.0	56	100.0	0	0.0
IMPORTS	14	1	7.1	0	0.0	14	100.0	0	0.0
TOTAL	124	43	34.7	4	3.2	124	100.0	4	3.2

MODEL YEAR / MAKE	NO. OF VEH	HC ≤ 3.4 GM/MI		CO ≤ 39 GM/MI		NOXC ≤ 3.0 GM/MI		PASSED ALL THREE	
		NO.	%	NO	%	NO.	%	NO.	%
1974									
AMER. MOTORS	1	0	0.0	0	0.0	1	100.0	0	0.0
CHRYSLER	6	1	16.7	0	0.0	5	83.3	0	0.0
FORD	8	0	0.0	1	12.5	8	100.0	0	0.0
GENERAL MOTORS	9	1	11.1	0	0.0	9	100.0	0	0.0
IMPORTS	7	1	14.3	0	0.0	7	100.0	0	0.0
TOTAL	31	3	9.7	1	3.2	30	96.8	0	0.0
1973									
AMER. MOTORS	2	1	50.0	0	0.0	1	50.0	0	0.0
CHRYSLER	13	3	23.1	1	7.7	11	84.6	1	7.7
FORD	14	0	0.0	1	7.1	13	92.9	0	0.0
GENERAL MOTORS	12	1	8.3	0	0.0	11	91.7	0	0.0
IMPORTS	12	3	25.0	1	8.3	12	100.0	1	8.3
TOTAL	53	8	15.1	3	5.7	48	90.6	2	3.8

MODEL YEAR / MAKE	NO. OF VEH	HC ≤ 3.4 GM/MI		CO ≤ 39 GM/MI		PASSED BOTH	
		NO.	%	NO.	%	NO.	%
1972							
AMER. MOTORS	2	1	50.0	0	0.0	0	0.0
CHRYSLER	10	0	0.0	0	0.0	0	0.0
FORD	14	1	7.1	1	7.1	0	0.0
GENERAL MOTORS	16	0	0.0	0	0.0	0	0.0
IMPORTS	8	1	12.5	3	37.5	1	12.5
TOTAL	50	3	6.0	4	8.0	1	2.0

3.7.10 Vehicles Failing Idle Inspection Test Hydrocarbon and Carbon Monoxide Standards

Data relating to the number and percentage of both Phase I and Phase II vehicles which failed the Inspection Test are presented on the one page comprising Table 26 which follows this paragraph.

TABLE 26

SUMMARY OF ALL VEHICLES FAILING HYDROCARBON AND CARBON MONOXIDE BY MODEL-YEAR UTILIZING THE IDLE INSPECTION TEST

DENVER

MODEL YEAR	TEST SEQUENCE	NO. OF VEH	HC NO.	HC %	CO NO.	CO %	BOTH NO.	BOTH %
1975	PHASE I	39	3	7.7	29	74.4	7	17.9
1974	PHASE I	8	1	12.5	7	87.5	0	0.0
1973	PHASE I	11	1	9.1	9	81.8	1	9.1
1972	PHASE I	11	1	9.1	3	27.3	7	63.6
TOTAL	PHASE I	69	6	8.7	48	69.6	15	21.7
1975	PHASE II	85	5	5.9	41	48.2	39	45.9
1974	PHASE II	23	8	34.8	7	30.4	8	34.8
1973	PHASE II	42	11	26.2	20	47.6	11	26.2
1972	PHASE II	39	9	23.1	17	43.6	13	33.3
TOTAL	PHASE II	189	33	17.5	85	45.0	71	37.6
TOTAL	PHASE I & II	258	39	15.1	133	51.6	86	33.3

FAILURE LIMITS :

1975 - 1976 MODEL-YEAR VEHICLES
HC > 250 PPM (HEXANE), CO > 2.0 % (MOLE)

1972 - 1974 MODEL-YEAR VEHICLES
HC > 400 PPM (HEXANE), CO > 5.5 % (MOLE)

APPENDIX A - LISTING OF VEHICLE AND TEST PARAMETERS

Legend

VEH - Vehicle Number

YEAR - Model Year

MAKE - Vehicle Make

MODL - Vehicle Model

C - Number of Cylinders or Rotors

CID - Engine Displacement in Cubic Inches

V - Number of Carburetor Venturis (0: Fuel Injection)

T - Type of Transmission (1: Automatic; 2: Semi-Automatic; 3: 3-Speed Manual; 4: 4-Speed Manual; 5: 5-Speed Manual)

FT - Fuel Tank Capacity in Gallons

RPMR - Idle RPM, at normal idle, as received from owner

RPMS - Idle RPM, specs normal idle as specified by manufacturer

RPMA - Idle RPM, measured with transmission in neutral after maintenance (-: No Maintenance Performed)

DR - Ignition point dwell in degrees, as received from owner (99: electronic ignition)

DS - Ignition point dwell in degrees, spec (99: electronic ignition)

DA - Ignition point dwell in degrees, after maintenance (99: electronic ignition; -: No Maintenance Performed)

IGR - Ignition timing in degrees, as received (+ indicates before top dead center; - indicates after top dead center; 000 indicates top dead center)

IGS - Ignition timing in degrees, spec (+ indicates before top dead center; - indicates after top dead center; 000 indicates top dead center)

IGA - Ignition timing in degrees, after maintenance (+ indicates before top dead center; - indicates after top dead center; 000 indicates top dead center; -: No Maintenance Performed)

IHC - Idle Hydrocarbon Emissions in PPM/Hexane before maintenance, transmission as specified by manufacturer

IHCA - Idle Hydrocarbon Emissions in PPM/Hexane after restorative maintenance, transmission in neutral (-: No Maintenance Performed)

ICO - Idle Carbon Monoxide in %, before maintenance, transmission as specified by manufacturer

ICOS - Idle Carbon Monoxide in %, specs (99.9: indicates no specified setting

ICOA - Idle Carbon Monoxide in %, transmission in neutral, after maintenance (-: No Maintenance Performed)

INRT - Dynamometer Inertia Weight Setting (-: Dynamometer test not performed)

RLHP - Road Load Horsepower Setting (-: Dynamometer test not performed)

L - Was 10% RLHP added to simulate air conditioning (1: Yes; 2: No)

P - PCV system present (1: Yes; 2: No)

CS - Vehicle equipped with Canister Storage Evaporative Emissions Control (1: Yes; 2: No)

CC - Vehicle equipped with Crankcase Storage Evaporative Emissions Control (1: Yes; 2: No)

AP - Vehicle equipped with Air Pump (1: Yes; 2: No)

APPENDIX A

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH	YEAR	MAKE	MODL	C	CID	V	T	FT	RPMR	RPMS	RPMA	DR	DS	DA	IGR	IGS	IGA	IHC	IHCA	ICO	ICOS	ICOA	INRT	RLHP	L	P	CS	CC	AP
001	1975	CHEV	TRUC	8	350	2	3	20	0820	0800	--	99	99	--	+02	+02	-	150	--	2.7	99.9	--	4000	12.0	2	1	1	2	2
002	1975	CHEV	TRUC	8	350	2	1	20	0660	0600	--	99	99	--	+15	+06	-	305	--	6.9	99.9	--	4000	12.0	2	1	1	2	2
003	1975	CHEV	TRUC	8	350	4	3	26	0670	0800	--	99	99	--	+07	+06	-	230	--	0.2	99.9	--	4000	12.0	2	1	1	2	1
004	1975	CHEV	TRUC	8	350	4	1	20	0575	0600	--	99	99	--	+20	+06	-	30	--	0.0	99.9	--	4000	13.2	1	1	1	2	1
005	1975	DODG	TRUC	8	318	2	1	23	0780	0750	--	99	99	--	+08	000	-	20	--	1.5	0.3	--	4000	12.0	2	1	1	2	2
006	1975	FORD	TRUC	8	302	2	4	17	0880	0850	--	99	99	--	+12	+06	-	15	--	0.0	99.9	--	4000	12.0	2	1	1	2	1
007	1975	FORD	TRUC	8	302	2	1	19	0670	0650	--	99	99	--	+12	+12	-	10	--	0.0	99.9	--	4000	12.0	2	1	1	2	1
008	1975	FORD	TRUC	8	351	2	1	18	0645	0650	--	99	99	--	+14	+08	-	20	--	0.1	99.9	--	4000	12.0	2	1	1	2	1
009	1975	FORD	TRUC	8	351	2	1	20	0640	0650	--	99	99	--	+25	+08	-	95	--	1.0	99.9	--	4000	13.2	1	1	1	2	1
010	1975	GMC	TRUC	8	350	4	1	20	0640	0600	--	99	99	--	+08	+06	-	20	--	0.0	99.9	--	4000	12.0	2	1	1	2	1
011	1975	AMMO	HORN	6	258	1	1	16	0710	0550	0660	99	99	99	+15	+03	+03	180	120	1.0	1.0	0.1	3500	11.2	2	1	1	2	2
012	1975	BUIC	CNTY	8	350	2	1	22	0550	0600	0600	99	99	99	+11	+12	+12	110	15	0.1	99.9	0.0	4000	13.2	1	1	1	2	2
013	1975	BUIC	RIVI	8	455	4	1	26	0710	0600	0690	99	99	99	+15	+12	+12	180	100	2.2	99.9	0.2	5000	14.7	1	1	1	2	2
014	1975	BUIC	REGA	8	350	4	1	22	0560	0600	0750	99	99	99	+12	+12	+12	240	40	1.8	99.9	0.1	4000	13.2	1	1	1	2	2
015	1975	CADI	ELDO	8	500	4	1	28	0600	0600	0740	99	99	99	+11	+06	+06	300	210	3.0	99.9	0.4	5500	15.3	1	1	1	2	2
016	1975	CHEV	VEGA	4	140	1	3	16	0840	0700	0700	99	99	99	+17	+08	+08	240	60	6.6	99.9	0.0	2750	9.9	2	1	1	2	2
017	1975	CHEV	NOVA	6	250	1	1	21	0660	0550	0780	99	99	99	+08	+10	+10	190	85	0.3	99.9	0.0	3500	11.2	2	1	1	2	2
018	1975	CHEV	MONT	8	350	2	1	22	0560	0600	0840	99	99	99	+12	+06	+06	15	90	0.0	99.9	0.0	4000	13.2	1	1	1	2	2
019	1975	CHEV	CAPR	8	350	2	1	26	0570	0600	0820	99	99	99	+08	+06	+06	150	35	0.4	99.9	0.0	4500	12.7	2	1	1	2	2
020	1975	CHEV	IMPA	8	350	2	1	26	0640	0600	0820	99	99	99	+09	+06	+06	15	30	0.1	99.9	0.0	4500	14.0	1	1	1	2	2
021	1975	CHEV	STAW	8	400	4	1	22	0580	0600	0750	99	99	99	+07	+06	+06	30	55	0.1	99.9	0.0	5500	15.3	1	1	1	2	1
022	1975	CHRY	NEWP	8	400	2	1	27	0700	0750	0750	99	99	99	+17	+10	+10	55	140	0.1	0.3	0.3	5000	14.7	1	1	1	2	2
023	1975	DODG	CORO	8	318	2	1	26	0840	0750	0750	99	99	99	+08	+02	+02	245	80	3.8	0.3	0.1	4000	13.2	1	1	1	2	2
024	1975	DODG	DART	6	225	1	1	16	0710	0750	0750	99	99	99	+08	000	000	380	70	6.7	0.3	0.0	3500	11.2	2	1	1	2	2
025	1975	FORD	MUST	4	140	2	4	13	0840	0850	0850	99	99	99	+12	+12	+12	20	50	0.1	99.9	0.0	3000	10.3	2	1	1	2	1
026	1975	FORD	TORI	8	351	2	1	27	0580	0650	0820	99	99	99	+06	+06	+06	32	60	0.0	99.9	0.5	4500	14.0	1	1	1	2	2
027	1975	FORD	GRAN	6	250	1	1	19	0580	0600	0770	99	99	99	+06	+06	+06	40	30	0.0	99.9	0.0	3500	11.2	2	1	1	2	1
028	1975	FORD	LTD	8	351	2	1	24	0650	0650	0850	99	99	99	+08	+08	+08	100	105	0.5	99.9	0.1	4500	14.0	1	1	1	2	1
029	1975	FORD	LTD	8	400	2	1	24	0680	0700	0850	99	99	99	+06	+06	+06	30	30	0.3	99.9	0.4	4500	14.0	1	1	1	1	1
030	1975	MERC	MARQ	8	400	2	1	25	0640	0700	0930	99	99	99	+18	+08	+08	210	45	3.9	99.9	0.1	5000	14.7	1	1	1	2	1
031	1975	MERC	MONG	8	351	2	1	27	0600	0650	0850	99	99	99	+18	+08	+08	140	50	0.5	99.9	0.3	4500	14.0	1	1	1	2	1
032	1975	OLDS	DELT	8	350	4	1	26	0610	0550	0630	99	99	99	+20	+20	+20	405	60	4.5	99.9	0.0	5000	14.7	1	1	1	2	2
033	1975	OLDS	CUTL	8	350	4	1	22	0540	0550	0760	99	99	99	+21	+20	+20	30	60	0.1	99.9	0.0	4000	13.2	1	1	1	2	2
034	1975	OLDS	DELT	8	455	4	1	26	0700	0550	0680	99	99	99	+20	+20	+20	130	170	0.1	99.9	0.0	4500	14.0	1	1	1	2	2
035	1975	PLYM	FURY	8	318	2	1	26	0800	0750	0750	99	99	99	+03	+02	+02	50	65	1.1	0.3	0.0	4000	13.2	1	1	1	2	2
036	1975	PLYM	DUST	6	225	1	3	16	0810	0800	0800	99	99	99	000	000	000	70	300	1.6	0.3	0.1	3500	11.2	2	1	1	2	2
037	1975	PONT	CATA	8	400	2	1	26	0730	0650	0830	99	99	99	+16	+16	+16	250	100	1.0	99.9	0.0	4500	14.0	1	1	1	2	2
038	1975	PONT	LEMA	8	350	2	1	21	0450	0600	0770	99	99	99	+16	+16	+16	45	30	0.1	99.9	0.0	4000	12.0	2	1	1	2	2
039	1975	PONT	GRNV	8	455	4	1	26	0600	0650	0810	99	99	99	+15	+16	+15	60	30	0.0	99.9	0.0	5000	14.7	1	1	1	2	2
040	1976	CAPR	SEDA	4	140	2	4	12	1450	0850	0850	99	99	99	-05	+06	+06	300	50	7.7	99.9	0.0	2750	9.9	2	1	1	2	1
041	1975	DATS	B210	4	85	2	1	11	0650	0650	0850	51	51	51	+10	+10	+10	220	220	0.8	2.0	0.8	2250	8.8	2	1	1	2	2
042	1975	HOND	SEDA	4	91	3	4	11	1150	0850	0840	40	49	53	+14	+09	+07	90	80	2.2	1.5	2.1	2000	8.3	2	1	1	2	1
043	1975	TOYO	CORO	4	133	2	1	14	0850	0850	0850	60	54	51	+13	+08	+08	35	120	1.1	99.9	0.4	2750	10.9	1	1	1	2	1
044	1975	VOLK	SEDA	4	97	0	4	11	0940	0900	0850	46	46	46	-03	-05	-05	170	150	5.0	99.9	3.2	2250	8.8	2	1	1	2	2
045	1975	VOLK	STAW	4	90	2	1	12	1520	1000	0980	49	49	49	+13	-03	-03	130	70	0.1	1.5	0.0	2500	10.3	1	1	1	2	1
231	1975	AMMO	GREM	6	232	1	3	21	0710	0600	0600	99	99	99	+19	+05	+05	180	150	4.2	1.0	1.1	3000	10.3	2	1	1	2	2
232	1975	AMMO	HORN	8	304	2	1	16	0720	0550	0640	99	99	99	+10	+03	+03	40	70	0.1	99.9	0.0	3500	12.3	1	1	1	2	1
233	1975	AMMO	MATA	8	360	2	1	25	0780	0700	0700	99	99	99	+05	+05	+05	60	50	0.0	99.9	0.0	4000	13.2	1	1	1	2	1
234	1975	BUIC	SKYH	6	231	2	1	19	0620	0650	0900	99	99	99	+13	+12	+12	140	70	2.5	99.9	0.1	3000	10.3	2	1	1	2	2
235	1975	BUIC	SKYL	8	260	2	1	21	0580	0650	0960	99	99	99	+18	+18	+18	150	240	0.1	99.9	0.1	4000	13.2	1	1	1	2	2
236	1975	BUIC	REGA	8	350	4	1	22	0600	0600	0760	99	99	99	+12	+12	+12	210	35	4.4	99.9	0.1	4000	13.2	1	1	1	2	2
238	1975	BUIC	STAW	8	350	4	1	22	0590	0600	0760	99	99	99	+09	+12	+12	100	40	4.8	99.9	0.0	4500	14.0	1	1	1	2	2
240	1975	BUIC	RIVI	8	455	4	1	26	0650	0600	0720	99	99	99	+08	+12	+12	75	60	0.2	99.9	0.0	5000	14.7	1	1	1	2	2
241	1976	CADI	SEVI	8	350	0	1	26	0630	0600	--	99	99	--	+12	+10	-	80	--	0.0	99.9	--	--	--	-	1	1	2	1
242	1975	CADI	DEVI	8	500	4	1	28	0660	0600	--	99	99	--	+07	+06	-	30	--	0.1	99.9	--	--	--	-	1	1	2	2
243	1975	CADI	FLEE	8	500	4	1	28	0650	0600	--	99	99	--	+06	+06	-	130	--	0.1	99.9	--	--	--	-	1	1	2	2
244	1975	CHEV	VEGA	4	140	2	4	16	0920	0700	0700	99	99	99	+11	+10	+10	310	60	8.4	99.9	0.1	2750	9.9	2	1	1	2	2
245	1975	CHEV	MONZ	4	140	2	1	19	1080	0750	0960	99	99	99	+10	+12	+12	255	150	5.7	99.9	0.3	3000	10.3	2	1	1	2	2
246	1975	CHEV	MONZ	8	262	2	1	19	0560	0600	0940	99	99	99	+08	+08	+08	45	25	0.1	99.9	0.0	3000	11.3	1	1	1	2	1
247	1975	CHEV	NOVA	6	250	1	1	21	0810	0550	0700	99	99	99	+14	+10	+10	150	40	2.7	99.9	0.1	3500	11.2	2	1	1	2	2
248	1975	CHEV	NOVA	8	262	2	1	21	0580	0600	0960	99	99	99	+10	+08	+08	40	70	0.1	99.9	0.0	3500	11.2	2	1	1	2	1
249	1975	CHEV	CAMA	8	350	2	1	21	0900	0600	0840	99	99	99	+13	+06	+06	255	135	3.7	99.9	0.0	4000	13.2	1	1	1	2	2
250	1975	CHEV	NOVA	8	350	2	1	21	0630	0600	0820	99	99	99	+09	+06	+06	255	90	5.8	99.9	0.3	3500	12.3	1	1	1	2	2
252	1975	CHEV	MALI	8	350	2	1	22	0670	0600	0830	99	99	99	+11	+06	+06	140	5	3.1	99.9	0.0	4000	12.0	2	1	1	2	2
253	1975	CHEV	MALI	8	350	2	1	22	0540	0600	0760	99	99	99	+10	+06	+06	30	90	0.1	99.9	0.0	4000	12.0	2	1	1	2	2
254	1975	CHEV	MALI	8	350	2	1	22	0630	0600	--	99	99	--	+11	+06	-	170	--	1.3	99.9	--	--	--	-	1	1	2	2
255	1975	CHEV	STAW	8	350	2	1	22	0720	0600	--	99	99	--	+26	+06	-	50	--	0.0	99.9	--	--	--	-	1	1	2	1
256	1975	CHEV	MONT	8	400	4	1	22	0625	0600	--	99	99	--	+14	+08	-	40	--	0.0	99.9	--	--	--	-	1	1	2	1
257	1975	CHEV	MONT	8	400	4	1	22	0795	0800	--	99	99	--	+08	+08	-	10	--	0.0	99.9	--	--	--	-	1	1	2	2
258	1975	CHEV	CAPR	8	350	2	1	26	0600	0600	0750	99	99	99	+10	+06	+06	100	50	1.6	99.9	0.3	4500	14.0	1	1	1	2	2
259	1975	CHEV	IMPA	8	350	2	1	26	0585	0600	--	99	99	--	+04	+06	-	35	--	0.0	99.9	--	--	--	-	1	1	2	2
260	1975	CHEV	IMPA	8	350	2	1	26	0560	0600	0880	99	99	99	+09	+06	+06	60	170	0.8	99.9	0.1	4500	14.0	1	1	1	2	2
261	1975	CHEV	IMPA	8	350	2	1	26	0740	0600	0980	99	99	99	+09	+06	+06	270	200	6.0	99.9	0.1	4500	12.7	2	1	1	2	2
262	1975	CHEV	IMPA	8	350	2	1	26	0520	0600	0890	99	99	99	+10	+06	+06	215	180	3.5	99.9	0.0	4500	14.0	1	1	1	2	2
263	1975	CHEV	CAPR	8	400	4	1	26	0820	0600	0650	99	99	99	+08	+08	+08	25	0	0.1	99.9	0.0	4500	12.7	2	1	1	2	1
264	1975	CHEV	IMPA	8	400	4	1	22	0560	0600	0770	99	99	99	+07	+08	+08	45	40	0.1	99.9	0.0	5000	14.7	1	1	1	2	1
265	1975	CHEV	CAPR	8	454	4	1	22	0600	0600	--	99	99	--	+23	+16	-	35	--	0.0	99.9	--	--	--	-	1	1	2	1
266	1975	CHEV	CAPR	8	454	4	1	26	0600	0600	0800	99	99	99	+16	+16	+16	25	20	0.0	99.9	0.0	4500	14.0	1	1	1	2	1
267	1975	CHRY	CORD	8	360	2	1	27	0950	0750	0750	99	99	99	+06	+06	+06	140	50	2.7	0.3	0.0	4500	14.0	1	1	1	2	2
268	1975	CHRY	IMPE	8	440	4	1	26	0795	0750	0750	99	99	99	+15	+08	+08	2000	30	5.0	0.3	0.0	5000	14.7	1	1	1	2	2

APPENDIX A,CONT'D

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH	YEAR	MAKE	MODL	C	CID	V	T	FT	RPMR	RPMS	RPMA	DR	DS	DA	IGR	IGS	IGA	IHC	IHCA	ICO	ICOS	ICOA	INRT	RLHP	L	P	CS	CC	AP
270	1975	DODG	DART	8	318	2	1	16	0590	0750	0750	99	99	99	+08	+02	+02	225	200	3.1	99.9	0.9	3500	11.2	2	1	1	2	2
272	1975	DODG	CHAR	8	360	2	1	26	0770	0750	0750	99	99	99	+10	+06	+06	170	110	4.3	99.9	1.5	4000	12.0	2	1	1	2	2
273	1975	DODG	MONA	8	400	2	1	27	0840	0750	0750	99	99	99	+07	+08	+08	350	110	8.3	0.3	0.3	4500	14.0	1	1	1	2	2
275	1975	FORD	MUST	4	140	2	1	13	0860	0750	0900	99	99	99	+14	+06	+06	45	50	0.4	99.9	0.8	3000	10.3	2	1	1	2	1
276	1975	FORD	PINT	4	140	2	4	13	0980	0850	--	99	99	--	-02	+06	-	60	--	0.9	99.9	--	--	--	-	1	1	2	1
277	1975	FORD	MUST	6	171	2	4	13	0820	0850	0850	99	99	99	+15	+08	+08	40	140	0.1	99.9	0.1	3000	10.3	2	1	1	2	1
281	1975	FORD	GRAN	8	302	2	1	19	0500	0650	0830	99	99	99	+20	+06	-06	530	130	8.4	99.9	0.0	3500	11.2	2	1	1	2	1
282	1975	FORD	STAW	8	351	2	1	21	0660	0650	0900	99	99	99	+10	+08	+08	225	30	2.2	99.9	0.2	5000	14.7	1	1	1	2	1
283	1975	FORD	TORI	8	351	2	1	27	0500	0650	--	99	99	--	+11	+06	-	210	--	1.0	99.9	--	--	--	-	1	1	2	1
284	1975	FORD	TORI	8	400	2	1	27	0720	0700	0960	99	99	99	+11	+06	+06	25	15	1.3	99.9	0.2	4500	14.0	1	1	1	2	1
285	1975	FORD	LTD	8	351	2	1	24	0780	0650	0760	99	99	99	+14	+08	+08	195	100	3.9	99.9	0.5	4500	12.7	2	1	1	2	1
286	1975	FORD	ELIT	8	351	2	1	27	0860	0650	0880	99	99	99	+06	+14	+06	100	30	1.3	99.9	0.1	4500	14.0	1	1	1	2	1
287	1975	FORD	LTD	8	351	2	1	24	0700	0650	0920	99	99	99	+13	+08	+08	30	30	0.8	99.9	0.5	4500	14.0	1	1	1	2	1
288	1975	FORD	TORI	8	351	2	1	27	0540	0650	0940	99	99	99	+08	+08	+08	400	120	9.6	99.9	0.5	4500	14.0	1	1	1	2	1
289	1975	FORD	LTD	8	400	2	1	24	0520	0700	0920	99	99	99	+06	+08	+08	600	50	10.0	99.9	0.2	4500	12.7	2	1	1	2	1
290	1975	FORD	LTD	8	400	2	1	24	0560	0700	0700	99	99	99	000	+06	+06	45	90	1.0	99.9	0.7	4500	14.0	1	1	1	2	1
291	1975	FORD	LTD	8	400	2	1	21	0630	0700	--	99	99	--	+15	+08	-	90	--	0.2	99.9	--	--	--	-	1	1	2	1
292	1975	FORD	LTD	8	400	2	1	24	0585	0700	--	99	99	--	+18	+08	-	90	--	1.4	99.9	--	--	--	-	1	1	2	1
293	1975	FORD	LTD	8	460	4	1	24	0620	0650	0830	99	99	99	+14	+14	+14	75	30	2.2	99.9	0.1	4500	14.0	1	1	1	2	1
294	1975	LINC	CONT	8	460	4	1	24	0850	0650	0800	99	99	99	+14	+14	+14	35	30	1.9	99.9	0.3	5500	15.3	1	1	1	2	1
295	1975	MERC	MONA	8	302	2	1	25	0550	0650	0900	99	99	99	+03	+08	+08	240	90	5.0	99.9	0.0	3500	11.2	2	1	1	2	1
297	1975	MERC	MONT	8	351	2	1	27	0690	0650	0950	99	99	99	+03	+08	+08	15	50	0.2	99.9	0.4	4500	14.0	1	1	1	2	1
298	1975	MERC	COUG	8	351	2	1	27	0590	0650	0860	99	99	99	+17	+06	+06	50	50	0.7	99.9	0.1	4500	14.0	1	1	1	2	1
300	1975	OLDS	OMEG	8	260	2	1	21	0650	0650	0885	99	99	99	+18	+18	+18	85	85	0.1	99.9	0.0	4000	12.0	2	1	1	2	2
301	1975	OLDS	CUTL	8	350	4	1	22	0490	0650	--	99	99	--	+13	+20	-	250	--	0.6	99.9	--	--	--	-	1	1	2	2
302	1975	OLDS	CUTL	8	350	4	1	22	0560	0650	--	99	99	--	+15	+20	-	15	--	0.0	99.9	--	--	--	-	1	1	2	2
303	1975	OLDS	STAW	8	350	4	1	22	0515	0550	0800	99	99	99	+23	+20	+20	960	100	8.0	99.9	0.0	4500	14.0	1	1	1	2	2
304	1975	OLDS	CUTL	8	455	4	1	22	0530	0650	--	99	99	--	+18	+16	-	10	--	0.0	99.9	--	--	--	-	1	1	2	2
305	1975	OLDS	STAW	8	455	4	1	22	0545	0650	--	99	99	--	+18	+16	-	50	--	0.0	99.9	--	--	--	-	1	1	2	2
306	1975	OLDS	DELT	8	455	4	1	22	0580	0650	--	99	99	--	+18	+16	-	30	--	0.0	99.9	--	--	--	-	1	1	2	2
307	1975	PLYM	DUST	6	225	1	1	16	0760	0750	0750	99	99	99	+07	000	000	170	30	4.3	0.3	0.0	3500	12.3	1	1	1	2	2
308	1975	PLYM	SCAM	8	318	2	1	16	0640	0750	0750	99	99	99	+05	+02	+02	30	70	0.1	0.3	0.3	3500	11.2	2	1	1	2	2
309	1975	PLYM	VALI	8	318	2	1	16	0930	0750	0750	99	99	99	+02	+02	+02	240	165	10.0	0.3	0.3	3500	11.2	2	1	1	2	2
310	1975	PLYM	FURY	8	318	2	1	26	0610	0750	0750	99	99	99	+02	+02	+02	75	70	5.4	0.3	0.1	4000	12.0	2	1	1	2	2
311	1975	PLYM	FURY	8	360	2	1	26	0720	0750	0750	99	99	99	+09	+06	+06	180	35	4.2	0.3	0.3	4000	12.0	2	1	1	2	2
312	1975	PLYM	FURY	8	400	2	1	27	0750	0750	0750	99	99	99	+15	+10	+10	300	110	5.0	0.3	0.0	4500	14.0	1	1	1	2	2
313	1975	PLYM	FURY	8	360	2	1	20	0620	0750	0750	99	99	99	+13	+06	+06	230	40	4.2	0.3	0.0	4500	14.0	1	1	1	2	2
314	1975	PONT	ASTR	4	140	2	1	16	0800	0750	0940	99	99	99	+16	+12	+12	220	20	8.8	99.9	0.0	2750	9.9	2	1	1	2	2
316	1975	PONT	LEMA	8	350	2	1	21	0770	0600	0780	99	99	99	+16	+16	+16	200	90	4.8	99.9	0.0	4000	13.2	1	1	1	2	2
317	1975	PONT	VENT	8	350	4	1	21	0605	0600	--	99	99	--	+12	+12	-	50	--	0.1	99.9	--	--	--	-	1	1	2	2
318	1975	PONT	LEMA	8	350	2	1	21	0730	0650	0900	99	99	99	+16	+16	+16	50	100	0.0	99.9	0.4	4000	13.2	1	1	1	2	2
319	1975	PONT	CATA	8	400	2	1	26	0640	0650	--	99	99	--	+20	+16	-	40	--	0.0	99.9	--	--	--	-	1	1	2	2
320	1975	PONT	STAW	8	400	4	1	22	0640	0625	0870	99	99	99	+16	+16	+16	40	90	0.0	99.9	0.0	5500	15.3	1	1	1	2	2
321	1975	PONT	GRNV	8	455	4	1	26	0580	0650	0840	99	99	99	+16	+16	+16	20	30	0.1	99.9	0.0	5000	14.7	1	1	1	2	2
322	1975	AUDI	FOX	4	97	0	4	12	0920	0920	0925	47	47	47	-03	-03	-03	90	90	0.2	1.0	0.2	2250	8.8	2	1	1	2	2
323	1976	CAPR	GHIA	6	171	2	1	13	1000	0700	0875	99	99	99	+05	+10	+10	200	30	6.5	99.9	0.0	2750	9.9	2	1	1	2	1
325	1975	COLT	SEDA	4	98	2	5	14	0820	0900	0900	55	52	52	+01	+03	+03	70	40	3.1	3.0	1.1	2750	9.9	2	1	1	2	1
326	1975	DATS	710	4	119	2	4	13	0740	0750	0750	50	53	53	+14	+12	+12	95	150	1.4	2.0	0.6	2750	9.9	2	1	1	2	1
327	1975	DATS	B210	4	85	2	4	12	0900	0700	0700	53	53	53	+08	+10	+10	120	230	1.4	2.0	0.7	2250	8.8	2	1	1	2	1
328	1975	DATS	SEDA	4	119	2	1	13	0640	0650	0810	99	99	99	+16	+12	+12	85	110	1.7	2.0	1.7	2750	9.9	2	1	1	2	1
329	1975	FIAT	STAW	4	78	2	4	9	1080	0850	0850	56	55	56	+40	000	000	2000	90	9.4	99.9	0.3	2250	8.8	2	1	1	2	1
330	1975	FIAT	X1-9	4	79	2	4	13	0920	0850	0880	59	57	57	000	000	000	25	50	0.1	3.5	3.0	2500	9.4	2	1	1	2	1
331	1975	HOND	CVCC	4	91	3	4	11	0900	0850	--	53	52	--	+03	000	-	260	--	1.9	0.4	--	2000	8.3	2	1	1	2	2
332	1975	MAZD	RX3	2	70	4	4	14	0850	0850	0850	56	56	56	-15	-15	-15	0	10	0.0	0.1	0.0	2750	10.9	1	1	1	2	1
333	1975	MAZD	RX3	2	70	4	4	16	0790	0825	0825	54	55	54	-14	-15	-15	10	20	0.0	0.1	0.0	2750	9.9	2	1	1	2	1
335	1975	MG	MGB	4	110	2	4	12	0925	0925	0925	53	53	53	+13	+13	+13	20	20	1.0	6.5	1.0	2500	9.4	2	1	1	2	1
336	1975	OPEL	STAW	4	116	0	1	14	0840	0980	0980	47	47	47	000	000	000	85	40	2.8	99.9	0.6	2500	10.3	1	1	1	2	2
338	1975	PORS	911S	6	164	0	5	21	0860	0900	0900	99	99	99	+05	-05	-05	50	100	2.2	2.0	1.5	2500	9.4	2	1	1	2	1
339	1975	TOYO	CORO	4	97	2	1	13	1400	0850	--	54	54	--	+14	+08	-	50	--	0.9	99.9	--	--	--	-	1	1	2	1
340	1975	TOYO	CELI	4	133	2	5	13	0780	0850	0850	99	99	99	+06	+08	+08	190	140	0.3	99.9	0.2	2750	9.9	2	1	1	2	1
341	1975	TOYO	CORO	4	97	2	5	13	0900	0850	0850	62	52	52	+15	+10	+10	5	20	0.1	99.9	0.1	2500	9.4	2	1	1	2	1
342	1975	VOLK	SEDA	4	97	0	4	11	0675	0850	0850	46	46	46	-03	-05	-05	180	210	2.2	2.0	1.7	2250	8.8	2	1	1	2	2
343	1975	VOLK	RABB	4	90	2	4	12	0960	0980	0980	99	99	99	-04	-03	-03	110	60	2.5	2.5	1.8	2000	8.3	2	1	1	2	1
344	1975	VOLK	RABB	4	90	2	4	12	1130	0925	--	46	46	--	-03	-03	-	15	--	0.0	0.2	--	--	--	-	2	2	1	1
345	1975	VOLV	SEDA	4	121	0	1	15	1040	0900	0900	99	99	99	+13	+05	+05	40	45	1.1	1.1	0.8	3000	10.3	2	1	1	2	1
511	1975	FORD	GRAN	6	200	1	3	19	1010	0800	0800	99	99	99	+06	+06	+06	20	20	0.1	99.9	0.0	3500	11.2	2	1	1	2	1
512	1975	MERC	MONA	6	250	1	1	25	0620	0600	0700	99	99	99	+10	+06	+06	30	20	0.0	99.9	0.0	3500	11.2	2	1	1	2	1
513	1975	OLDS	OMEG	6	250	1	1	21	0680	0550	0750	99	99	99	000	+10	+10	90	250	0.0	99.9	0.3	3500	11.2	2	1	1	2	2
514	1975	PLYM	GRNF	8	400	2	1	24	0760	0750	0750	99	99	99	+14	+10	+10	400	30	8.6	0.3	0.0	5000	13.4	2	1	1	2	2
515	1975	PONT	VENT	6	250	1	1	21	0590	0550	0720	99	99	99	+12	+10	+10	25	10	0.0	99.9	0.0	3500	11.2	2	1	1	2	2
516	1975	BMW	SEDA	4	121	2	4	14	0740	0850	--	64	64	--	+27	+25	-	0	--	0.1	3.0	--	3500	11.2	2	1	1	2	1
517	1975	BMW	530I	6	182	0	4	19	0870	0900	--	38	38	--	+20	+22	-	1340	--	0.9	3.0	--	4500	12.7	2	1	1	2	1
518	1975	SUBA	STAW	4	83	1	4	12	0840	0800	0800	52	50	50	-05	+08	+08	310	50	1.4	99.9	0.2	2500	9.4	2	1	2	1	1
519	1975	MERB	450S	8	276	0	1	25	0800	0800	0800	31	31	31	000	000	000	70	65	1.3	1.5	1.0	4500	12.7	2	1	1	2	1
520	1975	PORS	914	4	120	0	5	16	0900	0900	--	50	50	--	+18	+27	-	30	--	0.7	3.0	--	2500	9.4	2	1	1	2	1
521	1975	SAAB	99LE	4	121	0	4	15	0740	0800	--	57	52	--	+20	+14	-	1600	--	1.1	1.2	--	2750	9.9	2	1	1	2	2
522	1975	AMMO	HORN	6	232	1	1	16	0540	0550	0650	99	99	99	+20	+05	+06	230	180	2.5	1.0	0.7	3000	10.3	2	1	1	2	2
523	1975	AMMO	HORN	6	258	1	1	16	0620	0550	0660	99	99	99	+03	+03	+03	110	75	3.1	1.0	0.4	4000	12.0	2	1	1	2	2
524	1975	DODG	MONA	8	440	4	1	27	0640	0750	0750	99	99	99	+17	+08	+08	300	130	3.4	0.3	0.3	5000	13.4	2	1	1	2	2
525	1975	MERC	MARQ	8	460	4	1	25	0700	0650	0840	99	99	99	+15	+14	+14	25	80	0.4	99.9	0.4	5000	13.4	2	1	1	2	1

APPENDIX A,CONT'D

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH	YEAR	MAKE	MODL	C	CID	V	T	FT	RPMR	RPMS	RPMA	DR	DS	DA	IGR	IGS	IGA	IHC	IHCA	ICO	ICOS	ICOA	INRT	RLHP	L	P	CS	CC	AP
534	1975	AMMO	GREM	6	232	1	3	21	0705	0600	0600	99	99	99	+10	+05	+05	270	90	8.0	1.0	0.1	3000	10.3	2	1	1	2	2
535	1976	AMMO	HORN	6	232	1	1	21	0670	0650	0650	99	99	99	+07	+07	+07	140	110	2.7	1.0	0.3	3000	10.3	2	1	1	2	2
536	1975	AMMO	PACE	6	258	1	1	25	0600	0650	0590	99	99	99	+15	+03	+03	180	200	6.4	1.0	1.0	3500	12.3	1	1	1	2	2
537	1975	AMMO	HORN	6	258	1	1	16	0560	0550	--	99	99	--	+04	+03	-	90	--	0.1	1.0	--	--	--	-	1	1	2	2
538	1975	AMMO	HORN	6	232	1	3	16	0700	0600	0600	99	99	99	+12	+05	+05	30	70	1.5	99.9	0.5	3000	10.3	2	1	1	2	1
539	1975	AMMO	HORN	6	258	1	1	16	0650	0650	--	99	99	--	+03	+03	-	170	--	2.0	1.0	--	--	--	-	1	1	2	2
540	1975	AMMO	PACE	6	258	1	1	24	0675	0550	0700	99	99	99	+15	+03	+03	140	100	3.0	1.0	1.0	3500	11.2	2	1	1	2	1
541	1975	AMMO	MATA	8	304	2	1	25	0815	0700	--	99	99	--	+17	+05	-	45	--	0.0	99.9	--	--	--	-	1	1	2	1
542	1975	BUIC	SKYL	8	260	2	1	21	0580	0650	--	99	99	--	+16	+18	-	250	--	1.0	99.9	--	--	--	-	1	1	2	2
543	1975	BUIC	REGA	8	350	4	1	22	0570	0600	--	99	99	--	+12	+17	-	20	--	0.1	99.9	--	--	--	-	1	1	2	2
544	1975	BUIC	LESA	8	350	4	1	26	0650	0600	0750	99	99	99	+15	+12	+12	205	45	5.4	99.9	0.1	4500	14.0	1	1	1	2	2
545	1975	BUIC	LESA	8	350	4	1	26	0530	0600	--	99	99	--	+13	+12	-	190	--	0.4	99.9	--	--	--	-	1	1	2	2
546	1975	BUIC	REGA	8	350	4	1	22	0580	0600	--	99	99	--	+18	+12	-	80	--	0.1	99.9	--	--	--	-	1	1	2	2
547	1975	BUIC	REGA	8	350	4	1	22	0660	0600	0800	99	99	99	+11	+12	+12	190	30	6.7	99.9	0.0	4000	13.2	1	1	1	2	2
548	1975	BUIC	LESA	8	350	4	1	26	0550	0600	--	99	99	--	+12	+12	-	140	--	0.4	99.9	--	--	--	-	1	1	2	2
549	1975	BUIC	LESA	8	350	4	1	26	0600	0600	0740	99	99	99	+12	+12	+12	140	15	2.5	99.9	0.0	4500	14.0	1	1	1	2	2
550	1975	BUIC	LESA	8	350	4	1	26	0645	0600	0750	99	99	99	+12	+12	+12	270	25	7.3	99.9	0.0	4500	14.0	1	1	1	2	2
551	1975	BUIC	LESA	8	455	4	1	26	0580	0600	0730	99	99	99	+14	+12	+12	200	30	3.8	99.9	0.1	4500	14.0	1	1	1	2	2
552	1975	BUIC	RIVI	8	455	4	1	26	0560	0600	--	99	99	--	+11	+12	-	160	--	0.8	99.9	--	--	--	-	1	1	2	2
553	1975	BUIC	RIVI	8	455	4	1	26	0665	0600	0735	99	99	99	+12	+12	+12	195	25	6.9	99.9	0.1	5000	14.7	1	1	1	2	2
554	1975	BUIC	STAW	8	455	4	1	22	0780	0600	0700	99	99	99	+12	+12	+12	220	50	6.8	99.9	0.1	5500	15.3	1	1	1	2	2
555	1975	CADI	ELDO	8	500	4	1	28	0600	0600	--	99	99	--	+08	+06	-	80	--	0.1	99.9	--	--	--	-	1	1	2	2
556	1975	CADI	DEVI	8	500	4	1	28	0575	0600	--	99	99	--	+12	+06	-	150	--	0.3	99.9	--	--	--	-	1	1	2	2
557	1975	CADI	ELDO	8	500	4	1	28	0640	0600	--	99	99	--	+12	+06	-	60	--	0.2	99.9	--	--	--	-	1	1	2	2
558	1975	CADI	CALA	8	500	4	1	28	0670	0600	--	99	99	--	+05	+06	-	60	--	0.0	99.9	--	--	--	-	1	1	2	2
559	1975	CADI	ELDO	8	500	4	1	28	0610	0600	0780	99	99	99	+11	+06	+06	580	130	6.4	99.9	0.1	5500	15.3	1	1	1	2	2
560	1975	CADI	DEVI	8	500	4	1	28	0620	0600	0845	99	99	99	+06	+06	+06	425	200	5.0	99.9	0.5	5500	15.3	1	1	1	2	2
561	1975	CADI	CALA	8	500	4	1	28	0580	0600	--	99	99	--	+08	+06	-	210	--	0.8	99.9	--	--	--	-	1	1	2	2
562	1976	CADI	SEVI	8	350	0	1	21	0785	0600	--	99	99	--	+14	+10	-	15	--	0.0	99.9	--	--	--	-	1	1	2	1
563	1975	CHEV	MONZ	4	140	2	4	19	1300	0700	--	99	99	--	+14	+10	-	130	--	1.8	99.9	--	--	--	-	1	1	2	2
564	1975	CHEV	VEGA	4	140	2	3	16	0850	0700	--	99	99	--	+12	+10	-	60	--	0.0	99.9	--	--	--	-	1	1	2	2
565	1975	CHEV	VEGA	4	140	2	4	16	0865	0700	0700	99	99	99	+13	+10	+10	980	160	10.0	99.9	0.3	2750	9.9	2	1	1	2	2
566	1975	CHEV	MONZ	4	140	2	4	19	0800	0700	--	99	99	--	+15	+10	-	40	--	0.0	99.9	--	--	--	-	1	1	2	2
567	1975	CHEV	VEGA	4	140	2	1	16	0690	0750	0960	99	99	99	+12	+12	+12	520	200	8.4	99.9	0.2	2750	10.9	1	1	1	2	2
568	1975	CHEV	VEGA	4	140	2	1	16	0700	0600	0600	99	99	99	+12	+12	+12	350	225	10.0	99.9	0.5	2750	10.9	1	1	1	2	2
569	1975	CHEV	VEGA	4	140	2	1	16	0690	0750	0880	99	99	99	+14	+12	+12	345	30	8.4	99.9	0.0	2750	9.9	2	1	1	2	2
570	1975	CHEV	MONZ	4	140	2	1	19	0750	0750	0940	99	99	99	+15	+12	+12	300	25	6.5	99.9	0.0	3000	10.3	2	1	1	2	2
571	1975	CHEV	VEGA	4	140	2	4	16	0900	0700	0700	99	99	99	+15	+10	+10	840	250	10.0	99.9	0.0	2750	9.9	2	1	1	2	2
572	1975	CHEV	MONZ	8	262	2	1	19	0500	0600	--	99	99	--	+06	+08	-	60	--	0.0	99.9	--	--	--	-	1	1	2	1
573	1975	CHEV	NOVA	6	250	1	4	21	0900	0850	--	99	99	--	+09	+10	-	25	--	0.0	99.9	--	--	--	-	1	1	2	2
574	1975	CHEV	CAMA	8	350	4	4	21	0770	0800	--	99	99	--	+06	+06	-	40	--	0.0	99.9	--	--	--	-	1	1	2	1
575	1975	CHEV	NOVA	6	250	1	1	21	0655	0600	--	99	99	--	+07	+08	-	155	--	3.0	99.9	--	--	--	-	1	1	2	2
576	1975	CHEV	NOVA	8	262	2	1	21	0535	0600	--	99	99	--	+07	+08	-	85	--	0.1	99.9	--	--	--	-	1	1	2	2
577	1975	CHEV	NOVA	8	262	2	1	21	0640	0600	--	99	99	--	+08	+08	-	150	--	0.9	99.9	--	--	--	-	1	1	2	2
578	1975	CHEV	MONZ	8	262	2	1	19	0640	0600	--	99	99	--	+20	+08	-	50	--	0.0	99.9	--	--	--	-	1	1	2	1
579	1975	CHEV	MONZ	8	262	2	1	19	0540	0600	--	99	99	--	+17	+08	-	35	--	0.0	99.9	--	--	--	-	1	1	2	1
580	1975	CHEV	NOVA	8	350	2	1	21	0620	0600	0825	99	99	99	+12	+06	+06	240	70	5.9	99.9	0.4	3500	11.2	2	1	1	2	2
581	1975	CHEV	NOVA	8	350	2	1	21	0575	0600	0900	99	99	99	+12	+06	+06	240	9	7.6	99.9	0.0	4000	12.0	2	1	1	2	2
582	1975	CHEV	NOVA	8	350	2	1	21	0670	0600	0820	99	99	99	+08	+06	+06	170	150	2.9	99.9	0.0	4000	12.0	2	1	1	2	2
583	1975	CHEV	NOVA	8	350	2	1	21	0600	0600	0750	99	99	99	+08	+06	+06	310	60	3.8	99.9	0.2	4000	13.2	1	1	1	2	2
584	1975	CHEV	CAMA	8	350	4	1	21	0580	0600	--	99	99	--	+14	+08	-	35	--	0.0	99.9	--	--	--	-	1	1	2	1
585	1975	CHEV	NOVA	8	350	4	1	21	0580	0600	--	99	99	--	+13	+08	-	20	--	0.2	99.9	--	--	--	-	1	1	2	1
586	1975	CHEV	NOVA	6	250	1	1	21	0545	0600	--	99	99	--	+06	+08	-	40	--	0.0	99.9	--	--	--	-	1	1	2	2
587	1975	CHEV	MALI	8	350	2	1	22	0575	0600	--	99	99	--	+14	+06	-	350	--	1.0	99.9	--	--	--	-	1	1	2	2
588	1975	CHEV	MONT	8	350	2	1	22	0680	0600	0810	99	99	99	+10	+06	+06	80	190	1.4	99.9	0.9	4000	12.0	2	1	1	2	2
589	1975	CHEV	MALI	8	350	2	1	22	0560	0600	0780	99	99	99	+13	+06	+06	480	90	8.7	99.9	0.1	4000	13.2	1	1	1	2	2
590	1975	CHEV	MALI	8	350	2	1	22	0580	0600	--	99	99	--	+09	+06	-	110	--	0.7	99.9	--	--	--	-	1	1	2	2
591	1975	CHEV	MONT	8	350	2	1	22	0520	0600	0780	99	99	99	+15	+06	+06	500	40	9.8	99.9	0.1	4000	13.2	1	1	1	2	2
592	1975	CHEV	MONT	8	350	2	1	22	0600	0600	0810	99	99	99	+11	+06	+06	340	30	5.7	99.9	0.1	4000	13.2	1	1	1	2	2
593	1975	CHEV	MALI	8	350	2	1	22	0540	0600	0850	99	99	99	+08	+06	+06	470	120	9.4	99.9	0.1	4000	13.2	1	1	1	2	2
594	1975	CHEV	MONT	8	350	2	1	22	0600	0600	0775	99	99	99	+12	+06	+06	230	20	5.2	99.9	0.0	4000	13.2	1	1	1	2	2
595	1975	CHEV	MALI	8	350	2	1	22	0650	0600	0890	99	99	99	+08	+06	+06	130	40	1.3	99.9	0.3	4000	13.2	1	1	1	2	2
596	1975	CHEV	STAW	8	350	2	1	22	0640	0600	0780	99	99	99	+02	+06	+06	190	40	5.3	99.9	0.1	4500	14.0	1	1	1	2	2
597	1975	CHEV	STAW	8	454	4	1	22	0630	0600	--	99	99	--	+19	+16	-	60	--	0.2	99.9	--	--	--	-	1	1	2	1
598	1975	CHEV	NOVA	8	350	2	1	21	0600	0600	0820	99	99	99	+12	+06	+06	370	30	5.4	99.9	0.1	4000	13.2	1	1	1	2	2
599	1975	CHEV	MONT	8	350	2	1	22	0530	0600	0815	99	99	99	+08	+06	+06	300	70	3.3	99.9	0.1	4000	13.2	1	1	1	2	2
600	1975	CHEV	MALI	8	350	2	1	22	0590	0600	0850	99	99	99	+11	+06	+06	680	130	8.0	99.9	0.2	4000	13.2	1	1	1	2	2
601	1975	CHEV	STAW	8	350	2	1	22	0590	0600	--	99	99	--	+13	+06	-	60	--	0.1	99.9	--	--	--	-	1	1	2	2
602	1976	CHEV	CAMA	8	350	4	4	21	0925	0800	--	99	99	--	+09	+08	-	180	--	0.9	99.9	--	--	--	-	1	1	2	2
603	1976	CHEV	MALI	8	305	2	1	22	0670	0600	--	99	99	--	+11	+08	-	0	--	0.0	99.9	--	--	--	-	1	1	2	2
604	1975	CHEV	STAW	8	400	4	1	22	0580	0600	--	99	99	--	+05	+08	-	100	--	0.2	99.9	--	--	--	-	1	1	2	1
605	1975	CHEV	IMPA	8	400	4	1	22	0630	0600	--	99	99	--	+12	+06	-	40	--	0.0	99.9	--	--	--	-	1	1	2	1
606	1975	CHEV	STAW	8	400	4	1	22	0535	0600	--	99	99	--	+13	+08	-	40	--	0.0	99.9	--	--	--	-	1	1	2	1
607	1975	CHEV	IMPA	8	400	4	1	26	0580	0600	--	99	99	--	+14	+08	-	30	--	0.0	99.9	--	--	--	-	1	1	2	1
608	1975	CHEV	CAPR	8	454	4	1	22	0570	0600	0780	99	99	99	+19	+16	+16	410	20	0.1	99.9	0.1	5500	15.3	1	1	1	2	1
609	1975	CHRY	CORD	8	360	2	1	27	0640	0750	0750	99	99	99	+09	+06	+06	80	40	1.6	0.3	0.3	4500	14.0	1	1	1	2	2
610	1975	CHRY	CORD	8	360	2	1	27	0620	0750	0750	99	99	99	+10	+06	+10	340	100	8.0	0.3	0.3	4500	14.0	1	1	1	2	2
611	1975	CHRY	NEWP	8	400	2	1	27	0670	0750	0750	99	99	99	+15	+10	+10	1420	70	10.0	0.3	0.3	4500	14.0	1	1	1	2	2
612	1975	CHRY	CORD	8	360	2	1	27	0900	0750	--	99	99	--	+06	+06	-	170	--	1.5	0.3	--	--	--	-	1	1	2	2
613	1975	CHRY	NEWP	8	400	2	1	27	0700	0750	0750	99	99	99	+13	+10	+10	370	150	6.8	0.3	0.3	5000	14.7	1	1	1	2	2

APPENDIX A,CONT'D

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH	YEAR	MAKE	MODL	C	CID	V	T	FT	RPMR	RPMS	RPMA	DR	DS	DA	IGR	IGS	IGA	IHC	IHCA	ICO	ICOS	ICOA	INRT	RLHP	L	P	CS	CC	AP
614	1975	CHRY	NEWY	8	440	4	1	27	0840	0750	--	99	99	--	+15	+08	-	25	--	0.0	0.3	--	--	--	-	1	1	2	2
615	1975	CHRY	NEWY	8	440	4	1	27	0775	0750	0750	99	99	99	+15	+08	+08	200	12	5.6	0.3	0.0	5000	14.7	1	1	1	2	2
616	1975	DODG	DART	6	225	1	1	16	0895	0750	0750	99	99	99	+07	000	000	220	150	5.3	0.3	0.8	3500	12.3	1	1	1	2	2
617	1976	DODG	DART	6	225	1	3	16	0730	0750	--	99	99	--	+04	+06	-	140	--	1.2	0.3	--	--	--	-	1	1	2	2
618	1975	DODG	DART	8	318	2	1	16	0725	0750	0750	99	99	99	+04	+02	+02	200	30	6.0	0.3	0.0	3500	11.2	2	1	1	2	2
619	1975	DODG	DART	8	318	2	1	16	0790	0750	--	99	99	--	+02	+02	-	30	--	0.1	0.3	--	--	--	-	1	1	2	2
620	1975	DODG	CHAR	8	318	2	1	26	0740	0750	0750	99	99	99	+09	-02	-02	300	130	6.9	0.3	0.1	4000	12.0	2	1	1	2	2
621	1975	DODG	CHAR	8	360	2	1	26	0780	0750	0750	99	99	99	+15	+06	+06	200	90	5.0	0.3	0.3	4000	13.2	1	1	1	2	2
622	1975	DODG	CHAR	8	400	4	1	26	0800	0750	0750	99	99	99	+20	+08	+08	210	20	1.6	0.3	0.1	4000	13.2	1	1	1	2	2
623	1975	DODG	MONA	8	400	2	1	27	0700	0750	0750	99	99	99	+08	+10	+10	1300	55	10.0	0.3	0.1	4500	14.0	1	1	1	2	2
624	1975	FORD	PINT	4	140	2	4	14	0820	0850	0850	99	99	99	+10	+06	+06	40	70	0.4	99.9	0.4	3000	10.3	2	1	1	2	1
625	1975	FORD	PINT	4	140	2	4	14	1000	0850	--	99	99	--	+14	+06	-	100	--	0.5	99.9	--	--	--	-	1	1	2	1
626	1975	FORD	PINT	4	140	2	4	13	0800	0850	--	99	99	--	-05	+06	-	20	--	0.4	99.9	--	--	--	-	1	1	2	1
627	1975	FORD	MUST	4	140	2	4	13	0750	0850	--	99	99	--	+07	+06	-	50	--	0.3	99.9	--	--	--	-	1	1	2	1
628	1975	FORD	MUST	4	140	2	4	13	0850	0850	--	99	99	--	+09	+06	-	110	--	0.9	99.9	--	--	--	-	1	1	2	1
629	1975	FORD	PINT	4	140	2	4	14	0920	0850	--	99	99	--	+05	+06	-	30	--	0.2	99.9	--	--	--	-	1	1	2	1
630	1975	FORD	PINT	4	140	2	1	14	1075	0750	--	99	99	--	+12	+06	-	45	--	0.7	99.9	--	--	--	-	1	1	2	1
631	1975	FORD	PINT	4	140	2	1	14	0750	0750	--	99	99	--	+05	+06	-	45	--	0.6	99.9	--	--	--	-	1	1	2	1
632	1975	FORD	PINT	4	140	2	4	13	1300	0850	--	99	99	--	+25	+12	-	15	--	0.0	99.9	--	--	--	-	1	1	2	1
633	1975	FORD	PINT	4	140	2	1	14	0840	0750	--	99	99	--	+10	+06	-	52	--	0.8	99.9	--	--	--	-	1	1	2	1
634	1975	FORD	PINT	4	140	2	4	13	0985	0750	--	99	99	--	+17	+06	-	50	--	0.7	99.9	--	--	--	-	1	1	2	1
635	1975	FORD	PINT	6	171	2	1	14	0850	0700	--	99	99	--	+20	+08	-	70	--	0.0	99.9	--	--	--	-	1	1	2	1
636	1975	FORD	STAW	6	171	2	1	14	1950	0700	--	39	30	--	+18	+08	-	40	--	0.1	99.9	--	--	--	-	1	1	2	1
637	1975	FORD	PINT	6	171	2	1	14	0725	0700	--	99	99	--	+10	+08	-	70	--	0.5	99.9	--	--	--	-	1	1	2	1
638	1975	FORD	STAW	6	171	2	1	14	0850	0700	--	99	99	--	+11	+08	-	65	--	0.1	99.9	--	--	--	-	1	1	2	1
639	1975	FORD	MUST	6	171	2	1	13	0830	0700	--	99	99	--	+10	+08	-	45	--	0.0	99.9	--	--	--	-	1	1	2	1
640	1975	FORD	GRAN	6	200	1	3	19	0875	0800	--	99	99	--	+16	+06	-	45	--	0.0	99.9	--	--	--	-	1	1	2	1
641	1976	FORD	MUST	8	302	2	4	16	0850	0800	--	99	99	--	+19	+12	-	35	--	0.0	99.9	--	--	--	-	1	1	2	1
642	1975	FORD	MAVE	6	250	1	1	15	0710	0600	--	99	99	--	+16	+06	-	70	--	1.0	99.9	--	--	--	-	1	1	2	1
643	1975	FORD	GRAN	6	250	1	1	19	0730	0600	--	99	99	--	+04	+06	-	25	--	0.2	99.9	--	--	--	-	1	1	2	1
644	1975	FORD	MAVE	6	250	1	4	15	0775	0800	--	99	99	--	+08	+06	-	60	--	1.5	99.9	--	--	--	-	1	1	2	1
645	1975	FORD	GRAN	8	302	2	1	19	0650	0650	--	99	99	--	+03	+06	-	70	--	0.1	99.9	--	--	--	-	1	1	2	2
646	1975	FORD	GRAN	8	351	2	1	19	0610	0650	--	99	99	--	+10	+04	-	170	--	3.3	99.9	--	--	--	-	1	1	2	1
647	1975	FORD	GRAN	8	302	2	1	19	0810	0650	--	99	99	--	+05	+06	-	50	--	0.0	99.9	--	--	--	-	1	1	2	1
648	1975	FORD	ELIT	8	351	2	1	24	0650	0650	--	99	99	--	000	+06	-	80	--	0.7	99.9	--	--	--	-	1	1	2	1
649	1975	FORD	GRAN	8	302	2	1	19	0670	0650	0850	99	99	99	+08	+06	+06	275	80	4.8	99.9	0.3	3500	12.3	1	1	1	2	1
650	1975	FORD	GRAN	8	302	2	1	19	0560	0650	--	99	99	--	+08	+08	-	60	--	1.0	99.9	--	--	--	-	1	1	2	1
651	1975	FORD	GRAN	8	302	2	1	19	0580	0650	--	99	99	--	+12	+06	-	60	--	0.1	99.9	--	--	--	-	1	1	2	1
652	1975	FORD	TORI	8	351	2	1	21	0680	0650	--	99	99	--	+09	+08	-	100	--	0.3	99.9	--	--	--	-	1	1	2	1
653	1975	FORD	STAW	8	351	2	1	21	0540	0650	0860	99	99	99	+11	+08	+08	60	80	1.8	99.9	0.3	4500	14.0	1	1	1	2	1
654	1975	FORD	ELIT	8	400	2	1	26	0425	0700	0980	99	99	99	+18	+08	+08	1150	50	0.1	99.9	0.1	4500	14.0	1	1	1	2	1
655	1975	FORD	LTD	8	460	4	1	24	0680	0650	0870	99	99	99	+12	+14	+14	40	20	1.9	99.9	0.1	4500	14.0	1	1	1	2	1
656	1975	FORD	GRAN	8	351	2	1	19	0570	0650	0840	99	99	99	+11	+04	+04	85	125	4.4	99.9	0.3	3500	12.3	1	1	1	2	1
657	1976	FORD	RANC	8	351	2	1	20	0590	0650	--	99	99	--	+08	+04	-	210	--	1.4	99.9	--	--	--	-	1	1	2	1
658	1975	FORD	TORI	8	351	2	1	27	0630	0650	--	99	99	--	+08	+06	-	100	--	0.5	99.9	--	--	--	-	1	1	2	1
659	1975	FORD	GRAN	8	351	2	1	19	0645	0650	--	99	99	--	+37	+04	-	150	--	1.5	99.9	--	--	--	-	1	1	2	1
660	1975	FORD	TORI	8	351	2	1	27	0750	0650	--	99	99	--	+10	+06	-	490	--	0.1	99.9	--	--	--	-	1	1	2	1
661	1975	FORD	LTD	8	400	2	1	21	0565	0700	--	99	99	--	+19	+08	-	125	--	2.1	99.9	--	--	--	-	1	1	2	1
662	1975	FORD	LTD	8	400	2	1	24	0565	0700	--	99	99	--	+15	+08	-	80	--	0.2	99.9	--	--	--	-	1	1	2	1
663	1975	FORD	THND	8	460	4	1	27	0640	0650	--	99	99	--	+12	+14	-	100	--	2.7	99.9	--	--	--	-	1	1	2	1
664	1975	FORD	THND	8	460	4	1	27	0700	0650	0800	99	99	99	+19	+14	+14	220	30	9.5	99.9	0.3	5000	14.7	1	1	1	2	1
665	1976	LINC	CONT	8	460	4	1	24	0560	0650	0940	99	99	99	+12	+14	+14	40	30	0.0	99.9	0.1	5500	15.3	1	1	1	2	1
666	1975	LINC	MRK4	8	460	4	1	27	0710	0650	--	99	99	--	+22	+14	-	60	--	0.4	99.9	--	--	--	-	1	1	2	1
667	1975	MERC	MONA	6	200	1	3	25	0660	0800	0800	99	99	99	+06	+06	+06	35	80	0.3	99.9	0.0	3500	11.2	2	1	1	2	1
668	1976	MERC	MONA	6	250	1	1	25	0600	0600	--	99	99	--	+20	+12	-	100	--	0.1	99.9	--	--	--	-	1	1	2	1
669	1975	MERC	MONA	8	302	2	1	25	0665	0650	--	99	99	--	+16	+06	-	65	--	0.0	99.9	--	--	--	-	1	1	2	1
670	1975	MERC	COUG	8	351	2	1	27	0615	0650	--	99	99	--	+08	+08	-	130	--	0.8	99.9	--	--	--	-	1	1	2	1
671	1975	MERC	MONG	8	351	2	1	27	0690	0650	--	99	99	--	+19	+06	-	100	--	1.8	99.9	--	--	--	-	1	1	2	1
672	1975	MERC	MONG	8	351	2	1	27	0525	0650	0880	99	99	99	+10	+08	+08	140	60	2.5	99.9	0.1	4500	14.0	1	1	1	2	1
673	1976	MERC	MONA	8	351	2	1	25	0630	0625	--	99	39	--	+08	+08	-	50	--	0.0	99.9	--	--	--	-	1	1	2	1
674	1975	OLDS	OMEG	8	260	2	1	21	0520	0650	--	99	99	--	+20	+18	-	30	--	0.0	99.9	--	--	--	-	1	1	2	2
675	1975	OLDS	OMEG	8	260	2	1	21	0640	0650	1040	99	99	99	+32	+18	+18	285	50	3.8	99.9	0.1	4000	12.0	2	1	1	2	2
676	1975	OLDS	CUTL	8	260	2	1	22	0480	0650	--	99	99	--	+20	+18	-	20	--	0.0	99.9	--	--	--	-	1	1	2	2
677	1975	OLDS	CUTL	8	260	2	1	22	0510	0650	--	99	99	--	+20	+18	-	25	--	0.0	99.9	--	--	--	-	1	1	2	2
678	1975	OLDS	CUTL	8	260	2	1	22	0525	0650	--	99	99	--	+12	+18	-	50	--	0.1	99.9	--	--	--	-	1	1	2	2
679	1975	OLDS	CUTL	8	260	2	1	22	0450	0650	--	99	99	--	+22	+18	-	10	--	0.0	99.9	--	--	--	-	1	1	2	2
680	1975	OLDS	CUTL	8	260	2	1	22	0460	0650	--	99	99	--	+14	+18	-	35	--	0.0	99.9	--	--	--	-	1	1	2	2
681	1975	OLDS	CUTL	8	350	4	1	22	0530	0650	--	99	99	--	+23	+20	-	57	--	0.0	99.9	--	--	--	-	1	1	2	2
682	1975	OLDS	CUTL	8	350	4	1	22	0520	0650	--	99	99	--	+21	+20	-	30	--	0.0	99.9	--	--	--	-	1	1	2	2
683	1975	OLDS	DELT	8	350	4	1	26	0600	0650	--	99	99	--	+20	+20	-	40	--	0.1	99.9	--	--	--	-	1	1	2	2
684	1975	OLDS	DELT	8	350	4	1	26	0520	0650	--	99	99	--	+19	+20	-	30	--	0.0	99.9	--	--	--	-	1	1	2	2
685	1975	OLDS	CUTL	8	350	4	1	22	0600	0650	--	99	99	--	+24	+20	-	20	--	0.0	99.9	--	--	--	-	1	1	2	2
686	1976	OLDS	STAW	8	350	4	1	22	0525	0550	--	99	99	--	+23	+22	-	35	--	0.0	99.9	--	--	--	-	1	1	2	2
687	1975	OLDS	CUTL	8	455	4	1	22	0550	0650	--	99	99	--	+24	+16	-	20	--	0.0	99.9	--	--	--	-	1	1	2	2
688	1975	OLDS	DELT	8	455	4	1	26	0530	0650	--	99	99	--	+18	+16	-	35	--	0.0	99.9	--	--	--	-	1	1	2	2
689	1975	PLYM	DUST	6	225	1	3	16	0850	0800	0800	99	99	99	000	000	000	220	40	6.0	0.3	0.3	3500	11.2	2	1	1	2	2
690	1975	PLYM	VALI	6	225	1	1	16	0810	0750	0750	99	99	99	+05	000	000	75	95	1.8	0.3	0.8	3500	11.2	2	1	1	2	2
691	1975	PLYM	DUST	6	225	1	1	16	0560	0750	0750	99	99	99	000	000	000	325	40	9.5	0.3	0.1	3500	12.3	1	1	1	2	2
692	1975	PLYM	DUST	8	318	2	3	16	0865	0750	--	99	99	--	+06	+02	-	60	--	0.3	0.3	--	--	--	-	1	1	2	2
693	1975	PLYM	FURY	8	318	2	1	26	0820	0750	--	99	99	--	+02	000	-	40	--	0.0	0.5	--	--	--	-	1	1	2	1

APPENDIX A,CONT'D

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH	YEAR	MAKE	MODL	C	CID	V	T	FT	RPMR	RPMS	RPMA	DR	DS	DA	IGR	IGS	IGA	IHC	IHCA	ICO	ICOS	ICOA	INRT	RLHP	L	P	CS	CC	AP
694	1975	PLYM	FURY	8	360	2	1	27	0620	0750	0750	99	99	99	+12	+06	+06	1010	30	9.7	0.3	0.1	4500	14.0	1	1	1	2	2
695	1976	PLYM	STAW	8	400	2	1	20	0800	0700	--	99	99	--	+10	+10	-	200	--	1.8	0.3	--	--	--	-	1	1	2	2
696	1975	PONT	FIRE	6	250	1	1	22	0620	0550	0730	99	99	99	+12	+10	+10	325	140	7.1	99.9	0.1	3500	11.2	2	1	1	2	2
697	1975	PONT	VENT	8	260	2	1	21	0565	0650	--	99	99	--	+19	+18	-	20	--	0.1	99.9	--	--	--	-	1	1	2	2
698	1975	PONT	FIRE	8	350	2	1	22	0600	0600	0860	99	99	99	+16	+16	+16	250	230	8.0	99.9	0.1	4000	13.2	1	1	1	2	2
699	1975	PONT	LEMA	8	350	2	1	21	0690	0600	0750	99	99	99	+19	+16	+16	350	45	9.9	99.9	0.0	4000	12.0	2	1	1	2	2
700	1975	PONT	CATA	8	400	2	1	26	0585	0650	0800	99	99	99	+15	+16	+16	450	170	7.5	99.9	1.6	4500	14.0	1	1	1	2	2
701	1976	PONT	FIRE	8	400	4	1	22	0670	0650	0815	99	99	99	+23	+16	+16	440	65	5.4	99.9	0.5	4000	13.2	1	1	1	2	2
702	1975	PONT	STAW	8	400	2	1	22	0740	0650	--	99	99	--	+18	+16	-	40	--	0.0	99.9	--	--	--	-	1	1	2	2
703	1975	PONT	GRNV	8	400	4	1	26	0815	0650	--	99	99	--	+12	+16	-	70	--	0.1	99.9	--	--	--	-	1	1	2	2
704	1975	AUDI	100L	4	114	0	1	15	0970	0925	--	99	99	--	-08	-06	-	80	--	1.8	2.0	--	--	--	-	1	1	2	2
705	1975	DATS	B210	4	85	2	4	12	0700	0700	0700	35	50	50	+05	+10	+10	85	180	2.4	2.0	2.0	2250	8.8	2	1	1	2	1
706	1975	DATS	B210	4	85	2	4	12	0680	0700	--	55	49	--	+14	+10	-	100	--	0.9	2.0	--	--	--	-	1	1	2	1
707	1975	MG	MIDG	4	91	1	4	8	1800	0900	--	99	99	--	+04	+02	-	10	--	0.4	0.5	--	--	--	-	1	1	2	1
708	1975	OPEL	1900	4	116	0	4	14	1100	1000	--	61	50	--	000	000	-	100	--	1.9	2.0	--	--	--	-	1	1	2	1
709	1975	OPEL	STAW	4	116	0	4	12	1100	0950	0950	52	50	50	000	000	000	130	80	6.4	2.0	1.6	2500	9.4	2	1	1	2	2
710	1975	TOYO	STAW	4	97	2	5	12	0920	0850	--	59	57	--	+09	+12	-	25	--	0.1	99.9	--	--	--	-	1	1	2	1
711	1975	TOYO	CORO	4	97	2	4	12	0820	0850	--	66	57	--	+18	+12	-	140	--	0.9	99.9	--	--	--	-	1	1	2	1
712	1975	TOYO	CORO	4	133	2	4	15	1250	0850	--	55	54	--	+16	+08	-	20	--	0.7	99.9	--	--	--	-	1	1	2	1
713	1975	TOYO	CORO	4	134	2	5	15	0700	0850	0850	57	54	54	+07	+08	+08	80	40	1.2	99.9	0.6	3000	11.3	1	1	1	2	1
714	1975	VOLK	SEDA	4	97	0	4	11	0900	0875	0900	49	49	49	-05	-05	-05	165	80	3.5	2.0	2.0	2250	8.8	2	1	1	2	2
715	1975	VOLK	SEDA	4	97	0	4	11	0800	0875	0875	46	46	46	+05	-05	-05	445	150	7.3	2.0	1.0	2250	8.8	2	1	1	2	2
716	1975	VOLK	SEDA	4	97	0	4	11	0750	0900	0900	44	44	44	+02	-05	-05	300	160	7.0	2.5	2.8	2250	8.8	2	1	1	2	2
717	1975	VOLK	TRAN	4	109	0	4	15	0630	0900	0900	50	50	50	+05	-05	-05	480	65	7.0	4.0	2.0	3000	10.3	2	1	1	2	2
718	1975	VOLK	RABB	4	90	2	4	12	1400	0925	--	44	44	--	+03	-03	-	30	--	0.1	2.5	--	--	--	-	1	1	2	1
719	1975	VOLK	RABB	4	90	2	4	12	1040	0925	--	50	47	--	+03	-03	-	80	--	1.5	2.0	--	--	--	-	1	1	2	1
720	1975	VOLV	242G	4	121	0	1	15	1010	0600	--	55	59	--	+13	+05	-	60	--	1.2	1.5	--	--	--	-	1	1	2	1
046	1974	AMMO	HORN	8	304	2	1	17	0620	0700	0840	35	30	30	+08	+05	+05	225	250	2.5	1.0	0.5	3500	12.3	1	1	1	2	2
047	1974	BUIC	RIVI	8	455	4	1	26	0680	0650	0810	30	30	30	+07	+04	+04	100	60	0.2	0.3	0.3	5000	14.7	1	1	1	2	1
048	1974	BUIC	CENT	8	350	4	1	22	0820	0650	0880	99	99	99	+27	+04	+04	200	20	0.8	0.3	0.3	4000	12.0	2	1	1	2	1
049	1974	CHEV	VEGA	4	140	1	1	16	1085	0750	1000	32	32	32	+18	+12	+12	300	180	7.7	0.5	1.5	2750	9.9	2	1	1	2	2
050	1974	CHEV	MONT	8	350	2	1	22	0610	0600	0830	29	30	30	+05	+08	+08	90	130	1.3	0.5	0.3	4000	13.2	1	1	1	2	1
051	1974	CHEV	NOVA	6	250	1	3	21	0880	0850	0850	33	33	33	+11	+08	+08	90	120	1.0	0.3	0.3	3500	11.2	2	1	1	2	1
052	1974	CHEV	CAMA	8	350	2	1	21	0630	0600	0780	33	30	30	+11	+08	+08	50	120	2.0	0.5	0.5	4000	13.2	1	1	1	2	1
053	1974	CHEV	CHEL	8	350	2	1	22	0640	0600	0750	31	30	30	+10	+08	+08	75	90	2.6	0.5	0.1	4000	13.2	1	1	1	2	1
054	1974	CHEV	CAPR	8	400	4	1	22	0650	0600	0810	32	30	30	+06	+08	+08	200	55	8.8	99.9	0.1	5500	15.3	1	1	1	2	2
055	1974	DODG	CHAR	8	318	2	1	20	0600	0750	0750	99	99	99	+03	000	000	220	130	0.2	99.9	0.6	4000	13.2	1	1	1	2	2
056	1974	DODG	DART	6	225	1	1	16	0630	0750	0750	99	99	99	+09	000	000	320	80	7.1	0.5	0.5	3500	11.2	2	1	1	2	2
057	1974	FORD	PINT	4	122	2	4	13	0900	0750	0750	37	37	38	+02	+06	+06	170	130	3.0	0.5	0.6	2750	9.9	2	1	1	2	2
058	1974	FORD	MAVE	8	302	2	1	15	0570	0650	0860	25	25	24	000	+12	+12	240	150	6.0	0.5	0.9	3500	12.3	1	1	1	2	2
059	1974	FORD	MAVE	6	250	1	1	15	0520	0600	0760	39	39	39	+04	+06	+06	300	125	7.9	0.3	2.1	3000	10.3	2	1	1	2	2
060	1974	FORD	LTD	8	400	2	1	22	0520	0625	0860	99	99	99	+26	+12	+12	320	70	3.0	0.4	0.6	4500	14.0	1	1	1	2	2
061	1974	FORD	LTD	8	400	2	1	22	0700	0625	0850	99	99	99	+14	+12	+12	80	100	1.5	0.4	0.4	4500	14.0	1	1	1	2	2
062	1974	LINC	CONT	8	460	4	1	22	0640	0650	0800	99	99	99	+14	+14	+14	210	120	5.5	99.9	0.3	5500	15.3	1	1	1	2	2
063	1974	MERC	MONT	8	302	2	1	27	0670	0650	0850	99	99	99	+10	+10	+10	225	170	2.5	0.5	1.5	4500	14.0	1	1	1	2	2
064	1974	OLDS	CUTL	8	350	4	1	22	0590	0650	0780	32	30	30	+18	+12	+12	170	170	2.2	0.2	0.4	4000	13.2	1	1	1	2	2
065	1974	OLDS	DELT	8	350	4	1	26	0680	0650	0820	33	30	30	+09	+12	+12	130	70	3.4	0.2	0.3	5000	14.7	1	1	1	2	2
066	1974	OLDS	98	8	455	4	1	26	0650	0650	0860	99	99	99	+12	+08	+08	175	160	3.6	0.5	0.1	5000	14.7	1	1	1	2	2
067	1974	PLYM	SATE	8	318	2	1	20	0780	0750	0750	99	99	99	+05	000	000	350	90	0.8	0.5	0.5	4000	13.2	1	1	1	2	2
068	1974	PLYM	DUST	6	225	1	1	16	0780	0750	0750	99	99	99	+06	000	000	270	70	7.4	0.5	0.5	3500	11.2	2	1	1	2	2
069	1974	PONT	BONN	8	400	2	1	26	0630	0650	0790	33	30	30	+12	+12	+12	140	100	2.6	0.3	0.3	4500	14.0	1	1	1	2	2
070	1974	PONT	LEMA	8	350	2	1	22	0700	0650	0820	27	30	30	+11	+12	+12	250	140	7.0	0.2	0.4	4000	13.2	1	1	1	2	2
071	1974	DATS	610	4	119	2	4	15	0750	0750	0750	55	55	55	+13	+12	+12	1300	250	0.2	3.0	0.2	2500	9.4	2	1	1	2	1
072	1974	MAZD	RX3	2	70	4	1	12	0740	0750	0970	61	61	60	-08	-10	-10	275	40	1.3	2.0	0.1	2750	9.9	2	1	1	2	1
073	1974	TOYO	CELI	4	97	2	4	13	0690	0650	0650	55	54	54	+06	+07	+07	350	300	6.4	4.0	2.0	2750	9.9	2	1	1	2	2
074	1974	VOLK	SEDA	4	97	1	4	11	1030	0900	0925	47	47	47	+12	+07	+07	225	150	3.8	3.0	2.8	2250	9.7	1	1	1	2	2
075	1974	VOLK	SEDA	4	97	1	4	11	0860	0875	0875	52	50	45	+07	+07	+07	115	350	6.0	2.0	2.0	2250	8.8	2	1	1	2	2
346	1974	BUIC	REGA	8	455	4	1	22	0450	0650	--	30	30	--	+08	+04	-	190	--	3.0	99.9	--	--	--	-	1	1	2	1
347	1974	CADI	DEVI	8	472	4	1	28	0600	0600	--	99	99	--	+12	+10	-	145	--	1.9	1.0	--	--	--	-	1	1	2	1
348	1974	CHEV	MALI	8	350	2	1	22	0650	0600	--	28	30	--	+12	+08	-	180	--	2.7	0.5	--	--	--	-	1	1	2	1
350	1974	CHEV	IMPA	8	350	2	1	26	0570	0600	--	24	30	--	+15	+08	-	300	--	4.0	0.5	--	--	--	-	1	1	2	1
351	1974	CHEV	IMPA	8	400	2	1	26	0600	0600	--	29	30	--	+12	+08	-	160	--	3.6	0.5	--	--	--	-	1	1	2	1
352	1974	CHRY	NEWP	8	400	2	1	25	0625	0750	0750	99	99	99	+13	+10	+10	600	150	8.0	0.5	1.5	4500	14.0	1	1	1	2	2
354	1974	FORD	ELIT	8	351	2	1	27	0580	0600	0790	33	30	30	000	+06	+06	350	225	8.4	0.5	0.7	4500	12.7	2	1	1	2	2
355	1974	FORD	LTD	8	400	2	1	21	0680	0650	--	31	32	--	+14	+12	-	130	--	3.1	0.4	--	--	--	-	1	1	2	2
357	1974	MERC	COUG	8	400	2	1	27	0725	0625	--	99	99	--	+08	+12	-	120	--	0.2	0.4	--	--	--	-	1	1	2	2
358	1974	OLDS	CUTL	8	350	4	1	22	0650	0650	--	32	30	--	+03	+12	-	150	--	0.5	0.5	--	--	--	-	1	1	2	2
721	1974	AMMO	GREM	6	232	1	3	21	0470	0700	0700	32	32	32	+08	+05	+05	180	140	10.0	1.5	1.5	3000	10.3	2	1	1	2	2
722	1974	AMMO	GREM	6	258	1	1	21	0710	0600	--	33	31	--	+05	+03	-	70	--	0.4	99.9	--	--	--	-	1	1	2	2
723	1974	AMMO	MATA	8	304	2	1	25	0500	0700	--	26	29	--	+15	+05	-	450	--	3.4	1.0	--	--	--	-	1	1	2	1
724	1974	BUIC	APOL	8	350	2	1	22	0660	0650	0760	23	30	30	+11	+04	+04	540	85	9.9	0.3	0.3	4000	12.0	2	1	1	2	1
725	1974	BUIC	LASA	8	350	4	1	26	0625	0650	--	99	99	--	+04	+04	-	180	--	0.9	0.3	--	--	--	-	1	1	2	1
726	1974	BUIC	ELEC	8	455	4	1	26	0650	0500	--	32	30	--	+06	+04	-	75	--	0.6	0.3	--	--	--	-	1	1	2	2
727	1974	CADI	DEVI	8	472	4	1	28	0630	0600	--	99	99	--	+09	+10	-	100	--	1.2	0.4	--	--	--	-	1	1	2	1
728	1974	CHEV	VEGA	4	140	1	1	16	0625	0550	0750	34	32	32	+12	+12	+12	330	275	4.0	0.5	0.9	3000	10.3	2	1	1	2	2
729	1974	CHEV	VEGA	4	140	1	4	16	0975	1000	--	35	32	--	+10	+10	-	140	--	2.2	0.5	--	--	--	-	1	1	2	2
730	1974	CHEV	NOVA	8	350	2	1	21	0620	0600	--	32	30	--	+09	+08	-	390	--	5.1	0.5	--	--	--	-	1	1	2	1
731	1974	CHEV	NOVA	8	350	2	1	21	0430	0600	0820	32	30	30	+12	+08	+08	350	265	1.2	0.5	0.2	3500	12.3	1	1	1	2	1
732	1974	CHEV	NOVA	8	350	4	1	21	0600	0600	0820	28	30	30	+11	+08	+08	2000	1900	10.0	0.5	2.7	3500	12.3	1	1	1	2	2
733	1974	CHEV	MONT	8	350	2	1	22	0650	0600	--	28	30	--	+12	+08	-	170	--	3.2	0.5	--	--	--	-	1	1	2	1

APPENDIX A,CONT'D

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH	YEAR	MAKE	MODL	C	CID	V	T	FT	RPMR	RPMS	RPMA	DR	DS	DA	IGR	IGS	IGA	IHC	IHCA	ICO	ICOS	ICOA	INRT	RLHP	L	P	CS	CC	AP
734	1974	CHEV	MALI	8	350	2	3	22	0900	0900	--	28	30	--	+08	000	-	145	--	1.2	0.5	--	--	--	-	1	1	2	1
735	1974	CHEV	NOVA	8	350	2	1	21	1425	0900	--	26	30	--	+18	+08	-	55	--	0.7	0.5	--	--	--	-	1	1	2	1
736	1974	CHEV	NOVA	8	350	4	1	21	0785	0900	--	28	30	--	+10	+08	-	60	--	1.2	0.5	--	--	--	-	1	1	2	1
737	1974	CHEV	IMPA	8	400	2	1	26	0600	0600	--	36	30	--	+09	+08	-	180	--	3.5	99.9	--	--	--	-	1	1	2	1
738	1974	DODG	CHAL	8	318	2	1	17	0760	0750	--	99	99	--	+04	000	-	230	--	3.6	99.9	--	--	--	-	1	1	2	2
739	1974	DODG	CHAR	8	318	2	1	20	0920	0750	--	99	99	--	+06	000	-	220	--	3.7	0.5	--	--	--	-	1	1	2	2
740	1974	DODG	DART	6	225	1	3	16	0900	0800	--	99	99	--	+05	000	-	215	--	4.8	0.5	--	--	--	-	1	1	2	2
741	1974	FORD	PINT	4	122	2	4	13	0740	0750	0750	36	36	36	+02	+06	+06	330	145	3.2	0.5	0.3	2750	9.9	2	1	1	2	2
742	1974	FORD	PINT	4	122	2	1	13	0740	0800	--	38	35	--	+04	+06	-	290	--	4.8	99.9	--	--	--	-	1	1	2	2
743	1974	FORD	PINT	4	140	2	4	12	0880	0850	0850	40	40	40	+09	+06	+06	340	230	8.0	0.1	1.5	2750	9.9	2	1	1	2	2
744	1974	FORD	PINT	4	140	2	4	12	0850	0800	0850	47	39	39	+01	+06	+06	300	220	10.0	0.1	0.7	3000	11.3	1	1	1	2	2
745	1974	FORD	MUST	6	171	2	1	13	0920	0650	--	32	35	--	+08	+12	-	80	--	1.6	99.9	--	--	--	-	1	1	2	1
746	1974	FORD	MAVE	6	250	1	1	15	0620	0600	--	33	33	--	+06	+06	-	310	--	5.2	99.9	--	--	--	-	1	1	2	2
747	1974	FORD	MUST	6	171	2	1	13	0480	0650	--	45	41	--	+12	+12	-	330	--	5.5	0.4	--	--	--	-	1	1	2	1
748	1974	FORD	MAVE	8	302	2	1	15	0720	0650	0850	26	26	26	+10	+12	+12	630	260	3.9	0.5	1.9	2500	10.3	1	1	1	2	2
749	1974	FORD	TORI	8	400	2	1	27	0600	0625	--	99	99	--	+12	+12	-	220	--	0.4	99.9	--	--	--	-	1	1	2	2
750	1974	FORD	TORI	8	351	2	1	27	0625	0600	--	99	99	--	+06	+06	-	220	--	1.5	0.5	--	--	--	-	1	1	2	2
751	1974	FORD	TORI	8	351	2	1	27	0700	0600	--	25	25	--	+14	+10	-	180	--	0.7	99.9	--	--	--	-	1	1	2	2
752	1974	FORD	LTD	8	351	2	1	15	0620	0600	--	24	24	--	+08	+06	-	200	--	0.6	99.9	--	--	--	-	1	1	2	2
753	1974	FORD	STAW	8	400	2	1	21	0645	0625	0810	99	99	99	+10	+12	+12	130	180	1.3	0.4	0.4	5000	14.7	1	1	1	2	2
754	1974	MERC	COME	6	200	1	3	15	0620	0750	--	35	35	--	+05	+06	-	330	--	0.5	99.9	--	--	--	-	1	1	2	2
755	1974	MERC	COUG	8	351	2	1	27	0650	0650	--	29	29	--	+12	+14	-	85	--	0.3	0.4	--	--	--	-	1	1	2	1
756	1974	OLDS	CUTL	8	350	4	1	22	0750	0650	--	29	30	--	+16	+12	-	280	--	3.0	0.5	--	--	--	-	1	1	2	2
757	1974	OLDS	CUTL	8	350	4	1	22	0630	0650	0750	37	30	30	+13	+12	+12	200	200	4.2	0.5	0.4	4000	13.2	1	1	1	2	2
758	1974	OLDS	CUTL	8	350	4	1	22	0580	0650	0720	29	30	30	+12	+12	+12	125	130	0.6	0.5	0.2	4000	13.2	1	1	1	2	2
759	1974	PLYM	DUST	6	198	1	3	16	0790	0800	--	99	99	--	+06	+02	-	270	--	3.6	0.5	--	--	--	-	1	1	2	2
760	1974	PLYM	DUST	6	225	1	1	16	0900	0750	0750	99	99	99	+10	000	000	270	130	6.2	0.5	0.6	3500	12.3	1	1	1	2	2
761	1974	PLYM	DUST	8	318	2	1	16	0750	0750	0750	99	99	99	+07	000	000	400	110	6.9	0.5	0.6	3500	12.3	1	1	1	2	2
762	1974	PLYM	FRY3	8	360	2	1	25	0620	0750	0750	99	99	99	+06	+05	+05	130	150	2.6	0.5	1.7	4500	14.0	1	1	1	2	2
763	1974	PLYM	FURY	8	400	4	1	25	0810	0900	--	99	99	--	+11	+05	-	210	--	2.4	0.5	--	--	--	-	1	1	2	2
764	1974	PONT	FIRE	8	350	2	1	22	0600	0650	--	31	30	--	+09	+12	-	240	--	4.0	0.2	--	--	--	-	1	1	2	2
765	1974	PONT	LEMA	8	350	2	1	22	0590	0650	0770	32	30	30	+10	+12	+12	335	180	7.9	99.9	0.4	4000	13.2	1	1	1	2	2
766	1974	PONT	CATA	8	400	2	1	26	0725	0650	--	24	30	--	+18	+12	-	300	--	4.0	0.3	--	--	--	-	1	1	2	2
767	1974	PONT	LEMA	8	400	2	1	22	0630	0650	--	29	30	--	+09	+12	-	150	--	2.0	99.9	--	--	--	-	1	1	2	2
768	1974	AUDI	100L	4	114	2	4	15	0960	1000	--	48	53	--	-06	-06	-	60	--	4.0	2.0	--	--	--	-	1	1	2	1
769	1974	CAPR	SPOR	6	171	2	1	12	0765	0650	--	37	37	--	+08	+12	-	130	--	0.2	0.4	--	--	--	-	1	1	2	1
770	1974	COLT	SEDA	4	98	2	4	13	1110	0850	0850	50	50	50	+15	000	000	740	250	9.8	3.5	3.5	2500	9.4	2	1	1	2	2
771	1974	DATS	SEDA	4	78	2	4	12	1450	0800	--	36	49	--	+15	+05	-	280	--	4.0	1.5	--	--	--	-	1	1	2	2
772	1974	DATS	710	4	119	2	4	13	1050	0800	--	42	49	--	+12	+12	-	290	--	3.2	1.5	--	--	--	-	1	1	2	2
773	1974	FIAT	128	4	79	2	4	10	1020	0900	--	48	55	--	+26	000	-	130	--	3.2	1.5	--	--	--	-	1	1	2	1
774	1974	FIAT	128	4	79	2	4	10	0900	0850	0850	65	55	55	+12	000	000	120	80	2.1	1.5	1.7	2250	8.8	2	1	1	2	1
775	1974	MERB	280	6	168	4	1	17	0960	0950	--	99	99	--	+12	-04	-	350	--	4.8	1.5	--	--	--	-	1	1	2	2
776	1974	TOYO	CORO	4	120	1	4	15	0710	0650	0650	48	52	52	+14	+07	+07	600	310	0.2	4.0	1.0	2750	9.9	2	1	1	2	2
777	1974	TOYO	CORO	4	97	2	5	11	1020	0750	0750	46	51	51	000	+05	+05	175	200	10.0	1.4	1.4	2250	8.8	2	1	1	2	2
778	1974	VOLK	SEDA	4	97	1	4	11	1080	0875	--	51	50	--	+08	+07	-	130	--	2.3	2.0	--	--	--	-	1	1	2	1
779	1974	VOLK	412	4	109	0	1	13	0960	0960	--	99	99	--	+08	+07	-	160	--	2.7	4.5	--	--	--	-	1	1	2	2
780	1974	VOLV	142	4	121	0	4	16	1100	0900	0900	59	59	59	+07	+10	+10	65	150	1.7	1.5	1.5	3000	10.3	2	1	1	2	2
101	1973	AMMO	HORN	6	232	1	1	16	0590	0550	0700	29	34	34	+17	+05	+05	350	150	8.0	1.5	1.2	3000	10.3	2	1	1	2	2
102	1973	BUIC	ELEC	8	455	4	1	26	0780	0650	0720	28	30	30	+07	+04	+04	85	70	0.5	99.9	0.5	5000	13.4	2	1	1	2	1
103	1973	CADI	DEVI	8	472	4	1	27	0450	0600	0700	33	30	30	+02	+08	+08	110	130	2.4	0.5	0.4	5500	15.3	1	1	1	2	1
104	1973	CHEV	VEGA	4	140	2	4	11	1125	1200	1000	30	31	31	+11	+10	+10	320	110	8.7	99.9	0.8	2750	9.9	2	1	1	2	2
105	1973	CHEV	MALI	8	350	2	1	22	0540	0600	0750	29	30	30	+13	+08	+08	90	50	0.8	99.9	0.4	4000	13.2	1	1	1	2	1
106	1973	CHEV	NOVA	8	350	2	1	21	0550	0600	0900	30	30	30	+13	+08	+08	190	90	0.3	99.9	0.4	3500	11.2	2	1	1	2	1
107	1973	CHEV	IMPA	8	350	2	1	26	0695	0600	0890	26	30	30	+18	+08	+08	250	70	0.3	99.9	0.4	4500	14.0	1	1	1	2	1
108	1973	CHEV	IMPA	8	350	2	1	26	0630	0600	0790	22	30	30	+12	+08	+08	50	70	1.5	99.9	0.3	4500	14.0	1	1	1	2	1
109	1973	CHEV	IMPA	8	400	2	1	26	0620	0600	0820	30	30	30	+12	+08	+08	45	55	1.8	99.9	0.5	4500	14.0	1	1	1	2	1
110	1973	DODG	DART	6	225	1	1	16	0850	0750	0750	99	99	99	-13	000	000	400	150	8.2	0.5	0.2	3000	11.3	1	1	1	2	2
111	1973	FORD	PINT	4	122	2	1	11	0520	0650	0680	29	37	39	-03	+09	+09	230	270	3.0	99.9	1.2	2500	9.4	2	1	1	2	2
112	1973	FORD	TORI	8	351	2	1	27	0440	0700	0960	27	27	27	+08	+14	+08	235	110	2.2	0.5	0.1	4000	13.2	1	1	1	2	2
113	1973	FORD	MAVE	8	302	2	1	15	0560	0650	0840	29	29	29	000	+06	+06	300	180	7.2	99.9	1.0	3000	10.3	2	1	1	2	2
114	1973	FORD	CUST	8	351	2	1	22	0450	0600	0800	30	30	30	+10	+10	+10	550	140	10.0	99.9	0.7	4500	14.0	1	1	1	2	2
115	1973	FORD	LTD	8	400	2	1	22	0640	0625	0780	27	27	26	+08	+12	+12	350	10	5.0	99.9	0.4	4500	14.0	1	1	1	2	2
116	1973	MERC	MONR	8	400	2	1	22	0695	0625	0760	29	29	30	000	+06	+06	180	130	3.2	99.9	0.4	4500	14.0	1	1	1	2	2
117	1973	OLDS	98	8	455	4	1	26	0670	0650	0660	32	30	30	+08	+08	+08	50	200	0.4	0.3	0.3	4500	14.0	1	1	1	2	2
118	1973	OLDS	CUTL	8	350	4	1	22	0570	0650	0750	29	30	30	+09	+12	+12	180	90	3.8	0.3	0.5	4000	13.2	1	1	1	2	2
119	1973	PLYM	SATE	8	318	2	1	20	0750	0700	0700	99	99	99	-04	000	000	230	50	7.3	0.5	0.3	4000	13.2	1	1	1	2	2
120	1973	PLYM	DUST	6	225	1	1	16	0700	0750	0750	99	99	99	+03	000	000	190	70	0.7	0.5	0.5	3000	10.3	2	1	1	2	2
121	1973	PONT	CATA	8	400	2	1	26	0600	0650	0820	29	30	30	+14	+12	+12	200	100	3.8	0.2	0.3	4500	14.0	1	1	1	2	2
122	1973	PONT	LEMA	8	350	2	1	22	0700	0650	0770	30	30	30	+09	+12	+12	175	170	3.4	0.6	0.3	4000	13.2	1	1	1	2	2
123	1973	DATS	TRUC	4	97	2	4	12	0800	0800	0800	59	55	54	+06	+05	+05	630	320	0.5	1.5	1.5	2500	9.4	2	1	2	2	2
124	1973	OPEL	MANT	4	116	2	4	12	0520	0850	0850	50	50	50	000	000	000	550	80	10.0	99.9	2.2	2500	9.4	2	2	1	2	2
125	1973	TOYO	CORO	4	97	2	4	12	0540	0750	0750	65	54	52	-05	+05	+05	245	260	4.5	4.0	1.4	2250	8.8	2	1	1	2	2
126	1973	VOLK	KOMB	4	103	2	4	16	1100	0900	0900	44	44	44	-10	-10	-10	40	20	1.7	3.0	1.0	3000	10.3	2	1	1	2	1
127	1973	VOLK	SEDA	4	97	1	4	11	1060	0950	0850	45	45	45	-09	-05	-05	190	100	6.2	3.0	1.4	2250	8.8	2	1	1	2	2
366	1973	BUIC	CENT	8	350	2	1	22	0640	0650	--	30	30	--	+06	+04	-	120	--	1.2	99.9	--	--	--	-	1	1	2	1
368	1973	BUIC	ELEC	8	455	4	1	26	0620	0650	--	30	30	--	+05	+04	-	160	--	2.2	99.9	--	--	--	-	1	1	2	1
371	1973	CHEV	MALI	8	350	2	1	22	0540	0600	--	38	30	--	+12	+06	-	60	--	1.5	99.9	--	--	--	-	1	1	2	1
375	1973	DODG	CHAR	8	318	2	1	20	0780	0700	0700	99	99	99	+05	000	000	290	150	6.0	0.5	0.3	4000	12.0	2	1	1	2	2
377	1973	FORD	PINT	4	122	2	4	11	0810	0750	0750	57	40	40	-05	+06	+06	240	110	9.8	99.9	0.3	3000	10.3	2	1	1	2	2
379	1973	FORD	LTD	8	400	2	1	21	0550	0625	--	28	24	--	+05	+06	-	100	--	0.2	99.9	--	--	--	-	1	1	2	2

APPENDIX A,CONT'D

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH	YEAR	MAKE	MODL	C	CID	V	T	FT	RPMR	RPMS	RPMA	DR	DS	DA	IGR	IGS	IGA	IHC	IHCA	ICO	ICOS	ICOA	INRT	RLHP	L	P	CS	CC	AP
380	1973	FORD	THND	8	460	4	1	23	0400	0650	0830	32	29	29	+14	+14	+14	800	220	10.0	99.9	0.2	5000	14.7	1	1	1	2	2
382	1973	OLDS	CUTL	8	350	4	1	22	0460	0650	--	30	30	--	+09	+12	-	250	--	0.2	99.9	--	--	--	-	1	1	2	2
383	1973	OLDS	98	8	455	4	1	26	0630	0650	--	29	30	--	+16	+08	-	105	--	0.1	0.3	--	--	--	-	1	1	2	2
387	1973	CAPR	2000	4	122	2	4	12	0740	0750	--	37	37	--	+03	+06	-	200	--	2.1	99.9	--	--	--	-	1	1	2	2
781	1973	AMMO	HORN	6	232	1	1	16	0645	0600	--	32	32	--	+11	+05	-	270	--	3.8	1.5	--	--	--	-	1	1	2	2
782	1973	AMMO	HORN	8	304	2	1	16	0560	0700	1080	28	30	30	+04	+05	+05	370	280	8.2	1.0	0.5	3500	12.3	1	1	1	2	1
783	1973	AMMO	MATA	6	258	1	1	20	0640	0550	--	34	34	--	+04	+03	-	120	--	2.4	1.5	--	--	--	-	1	1	2	2
784	1973	BUIC	CENT	8	350	4	1	22	0560	0650	--	29	30	--	+04	+04	-	150	--	1.0	99.9	--	--	--	-	1	1	2	1
785	1973	BUIC	CENT	8	350	4	1	26	0670	0650	--	25	30	--	+04	+04	-	65	--	1.4	99.9	--	--	--	-	1	1	2	1
786	1973	BUIC	LESA	8	350	4	1	26	0860	0650	--	20	30	--	+10	+04	-	210	--	2.5	99.9	--	--	--	-	1	1	2	1
787	1973	BUIC	LESA	8	455	4	1	26	0670	0650	--	31	30	--	+08	+04	-	180	--	3.2	99.9	--	--	--	-	1	1	2	1
788	1973	CADI	DEVI	8	472	4	1	28	0440	0600	0760	30	30	30	+08	+08	+08	1300	200	3.9	1.0	1.0	5500	15.3	1	1	1	2	1
789	1973	CADI	DEVI	8	472	4	1	28	0580	0600	--	28	30	--	+07	+08	-	230	--	6.0	1.0	--	--	--	-	1	1	2	2
790	1973	CHEV	VEGA	4	140	2	4	11	0680	1200	1200	33	33	33	+14	+10	+10	2000	320	10.0	99.9	0.9	2750	9.9	2	1	1	2	2
791	1973	CHEV	VEGA	4	140	2	1	11	1070	0750	0970	29	31	31	+12	+12	+12	100	110	2.4	99.9	0.3	2500	9.4	2	1	1	2	2
792	1973	CHEV	VEGA	4	140	2	1	11	0750	0750	--	30	31	--	+18	+12	-	420	--	2.8	99.9	--	--	--	-	1	1	2	2
793	1973	CHEV	NOVA	6	250	1	1	21	0540	0600	--	32	33	--	+08	+06	-	220	--	4.2	99.9	--	--	--	-	1	1	2	1
794	1973	CHEV	NOVA	8	307	2	1	21	0670	0600	--	30	15	--	+12	+08	-	160	--	3.4	99.9	--	--	--	-	1	1	2	1
795	1973	CHEV	NOVA	8	307	2	1	21	0550	0600	0870	36	30	30	+18	+08	+08	1450	150	0.7	99.9	1.0	3500	12.3	1	1	1	2	1
796	1973	CHEV	NOVA	8	350	2	1	21	0620	0600	--	29	30	--	+10	+08	-	190	--	3.8	99.9	--	--	--	-	1	1	2	1
797	1973	CHEV	CAPR	8	400	2	1	26	0740	0600	--	30	30	--	+14	+08	-	150	--	3.0	99.9	--	--	--	-	1	1	2	1
798	1973	CHEV	CHEL	8	350	2	1	22	0640	0600	--	28	30	--	+07	+08	-	70	--	0.2	99.9	--	--	--	-	1	1	2	1
799	1973	CHEV	NOVA	8	307	2	1	21	0420	0600	--	31	30	--	+10	+08	-	300	--	5.4	99.9	--	--	--	-	1	1	2	2
800	1973	CHEV	MALI	8	350	2	1	22	0580	0600	--	30	30	--	+07	+08	-	150	--	0.5	99.9	--	--	--	-	1	1	2	1
801	1973	CHEV	LAGU	8	350	4	1	22	0610	0600	--	30	30	--	+11	+12	-	80	--	0.1	99.9	--	--	--	-	1	1	2	1
802	1973	CHEV	IMPA	8	350	2	1	26	0550	0650	--	36	30	--	+04	+08	-	280	--	1.2	99.9	--	--	--	-	1	1	2	1
803	1973	CHEV	IMPA	8	350	2	1	26	0430	0600	--	30	30	--	+09	+08	-	350	--	4.6	99.9	--	--	--	-	1	1	2	2
804	1973	CHEV	IMPA	8	350	4	1	26	0520	0600	--	27	30	--	+18	+12	-	240	--	3.8	99.9	--	--	--	-	1	1	2	1
805	1973	CHEV	MONT	8	350	4	1	22	0570	0600	--	30	30	--	+13	+12	-	140	--	2.3	99.9	--	--	--	-	1	1	2	1
806	1973	CHEV	IMPA	8	400	4	1	22	0580	0600	--	27	30	--	+11	+08	-	100	--	3.0	99.9	--	--	--	-	1	1	2	1
807	1973	CHEV	IMPA	8	350	2	1	26	0530	0600	--	25	30	--	+10	+08	-	220	--	0.4	99.9	--	--	--	-	1	1	2	1
808	1973	CHEV	STAW	8	454	4	1	22	0620	0600	0800	27	30	30	+06	+10	+10	1280	220	1.8	99.9	1.3	5000	14.7	1	1	1	2	1
809	1973	CHRY	NEWP	8	400	2	1	23	0730	0700	0700	99	99	99	+13	+10	+10	340	220	6.8	0.5	0.5	4500	14.0	1	1	1	2	2
810	1973	CHRY	NEWY	8	440	4	1	23	0785	0700	0900	99	99	99	+24	+10	+10	330	120	0.3	0.5	1.5	4500	14.0	1	1	1	2	2
811	1973	DODG	DART	6	225	1	1	16	0620	0750	0750	99	99	99	+02	000	000	260	110	5.6	0.5	0.5	3000	10.3	2	1	1	2	2
812	1973	DODG	DART	8	318	2	1	16	0730	0700	0700	99	99	99	000	000	000	200	110	5.8	0.5	0.4	3000	10.3	2	1	1	2	2
813	1973	DODG	CHAR	8	400	4	4	20	0740	0900	0900	99	99	99	+10	+02	+02	2000	1200	5.2	0.5	0.5	4000	13.2	1	1	1	2	2
814	1973	DODG	DART	8	318	2	1	16	0680	0700	0700	99	99	99	-02	000	000	305	150	8.7	0.5	0.5	3000	11.3	1	1	1	2	2
815	1973	FORD	PINT	4	122	2	1	11	0740	0650	--	54	41	--	+17	+09	-	375	--	4.5	99.9	--	--	--	-	1	1	2	2
816	1973	FORD	PINT	4	122	2	4	11	0655	0750	--	55	41	--	-08	+06	-	195	--	4.5	99.9	--	--	--	-	1	1	2	2
817	1973	FORD	STAW	4	122	2	4	11	0900	0750	--	39	39	--	+08	+06	-	170	--	3.6	99.9	--	--	--	-	1	1	2	2
818	1973	FORD	PINT	4	122	2	1	11	0965	0650	--	36	37	--	+16	+09	-	215	--	0.2	99.9	--	--	--	-	1	1	2	2
819	1973	FORD	MAVE	6	200	1	4	15	0700	0750	--	33	33	--	+03	+06	-	230	--	4.4	99.9	--	--	--	-	1	1	2	2
820	1973	FORD	MAVE	6	250	1	1	15	0560	0600	0780	40	39	39	+04	+06	+06	230	100	7.0	99.9	3.0	3000	10.3	2	1	1	2	2
821	1973	FORD	MAVE	8	302	2	1	15	0605	0650	0835	29	28	28	+01	+06	+06	320	110	8.4	99.9	0.5	3000	11.3	1	1	1	2	2
822	1973	FORD	MAVE	6	250	1	1	15	0665	0600	0860	36	36	36	+15	+06	+06	640	270	4.2	99.9	2.2	3000	10.3	2	1	1	2	2
823	1973	FORD	MUST	8	302	2	1	20	0540	0650	0950	24	24	24	+04	+06	+06	1120	980	8.2	99.9	2.9	3500	11.2	2	1	1	2	2
824	1973	FORD	MAVE	8	302	2	1	15	0600	0650	0725	33	29	29	000	+06	+06	270	220	6.8	99.9	0.3	3000	11.3	1	1	1	2	2
825	1973	FORD	MAVE	6	250	1	1	15	0600	0600	--	44	39	--	-02	+06	-	150	--	3.6	99.9	--	--	--	-	1	1	2	2
826	1973	FORD	LTD	8	429	4	1	21	0890	0650	0840	34	29	29	+10	+14	+14	200	130	6.8	99.9	0.3	5000	14.7	1	1	1	2	2
827	1973	FORD	LTD	8	400	2	1	22	0475	0625	--	45	30	--	+12	+06	-	250	--	4.2	99.9	--	--	--	-	1	1	2	2
828	1973	FORD	TORI	8	351	2	1	23	0650	0625	0960	33	30	30	+10	+10	+10	320	40	6.4	99.9	0.9	4000	13.2	1	1	1	2	2
829	1973	FORD	GALA	8	400	2	1	22	0590	0700	--	99	99	--	+05	+10	-	170	--	0.6	99.9	--	--	--	-	1	1	2	2
830	1973	LINC	CONT	8	460	4	1	22	0550	0650	--	31	30	--	+18	+12	-	120	--	2.0	99.9	--	--	--	-	1	1	2	2
831	1973	MERC	COME	6	250	1	1	15	0575	0600	0820	27	36	36	+12	+06	+06	300	80	7.8	99.9	0.6	3000	10.3	2	1	1	2	2
832	1973	MERC	MONG	8	351	2	1	23	0450	0600	--	29	30	--	+05	+06	-	340	--	4.2	0.5	--	--	--	-	1	1	2	2
833	1973	MERC	MONT	8	400	2	1	22	0625	0625	--	28	30	--	+05	+06	-	200	--	0.7	99.9	--	--	--	-	1	1	2	2
834	1973	OLDS	CUTL	8	350	4	1	22	0610	0650	--	28	30	--	+10	+12	-	200	--	3.6	0.3	--	--	--	-	1	1	2	2
835	1973	OLDS	CUTL	8	350	4	1	22	0580	0650	0790	34	30	30	+10	+12	+12	210	90	8.2	1.0	1.5	4000	13.2	1	1	1	2	2
836	1973	OLDS	CUTL	8	350	4	1	22	0620	0650	--	33	30	--	+11	+12	-	150	--	0.2	99.9	--	--	--	-	1	1	2	2
837	1973	OLDS	CUTL	8	350	4	1	22	0535	0650	0785	29	30	30	+11	+12	+12	150	120	0.3	0.3	0.3	4000	13.2	1	1	1	2	2
838	1973	PLYM	DUST	6	225	1	1	16	0690	0750	--	99	99	--	+08	000	-	390	--	0.7	0.5	--	--	--	-	1	1	2	2
839	1973	PLYM	DUST	6	225	1	1	16	0750	0750	0750	99	99	99	+08	000	000	235	120	3.6	0.5	0.5	3000	11.3	1	1	1	2	2
840	1973	PLYM	DUST	8	318	2	1	16	0580	0700	0700	99	99	99	+02	000	000	410	180	9.0	0.5	0.5	3000	11.3	1	1	1	2	2
841	1973	PLYM	SATA	8	318	2	1	20	0700	0700	--	99	99	--	000	000	-	85	--	0.6	0.5	--	--	--	-	1	1	2	2
842	1973	PLYM	SATE	8	318	2	1	20	0760	0700	0700	99	99	99	+06	000	000	175	200	6.0	0.5	0.5	4000	12.0	2	1	1	2	2
843	1973	PLYM	FRY3	8	360	2	1	23	0760	0750	0750	99	99	99	+04	+05	+05	220	110	5.8	1.0	1.0	4000	13.2	1	1	1	2	2
844	1973	PONT	VENT	8	350	2	1	22	0670	0650	0740	25	30	30	+20	+12	+12	70	170	3.2	0.2	0.2	3500	12.3	1	1	1	2	2
845	1973	PONT	LEMA	8	350	2	1	22	0600	0650	0700	30	30	30	+12	+12	+12	720	1600	9.2	0.2	0.3	4000	12.0	2	1	1	2	2
846	1973	PONT	LEMA	8	350	2	1	22	0615	0650	0730	32	30	30	+11	+12	+12	440	175	5.2	0.2	0.6	4000	13.2	1	1	1	2	2
847	1973	PONT	CATA	8	400	2	1	26	0725	0650	--	30	30	--	+28	+12	-	370	--	2.7	0.2	--	--	--	-	1	1	2	2
848	1973	PONT	CATA	8	400	2	1	26	0640	0650	--	31	30	--	+06	+12	-	190	--	3.1	2.0	--	--	--	-	1	1	2	2
849	1973	PONT	STAW	8	400	4	1	22	0650	0650	0940	30	30	30	+12	+12	+12	225	200	6.0	0.6	1.3	5000	14.7	1	1	1	2	2
850	1973	DATS	B610	4	108	2	4	12	0725	0800	0850	50	50	50	+15	+08	+08	800	320	9.0	1.5	1.5	2750	9.9	2	1	1	2	2
851	1973	DATS	240Z	4	146	2	4	16	0800	0750	0750	35	35	35	+10	+07	+07	85	170	3.2	2.7	2.7	2750	9.9	2	1	2	1	1
852	1973	HOND	CIVI	4	71	2	4	10	1300	0750	0800	55	55	55	+05	000	000	270	350	4.9	3.0	1.5	1750	7.7	2	1	1	2	2
853	1973	MAZD	RX2	2	70	4	1	17	0680	0750	--	57	57	--	-10	-10	-	2000	--	5.5	3.0	--	--	--	-	1	1	2	1
854	1973	MAZD	RX2	2	70	4	4	17	0705	0900	--	59	59	--	+11	+10	-	20	--	0.1	99.9	--	--	--	-	1	1	2	1
855	1973	MG	CONV	4	110	2	4	12	0700	0850	0850	59	60	60	+08	+11	+11	1050	420	2.9	2.5	2.5	2500	9.4	2	1	1	2	1
856	1973	PORS	914	4	102	2	5	16	0750	0900	0900	38	53	53	+25	+27	+27	430	200	3.0	3.0	5.6	2500	9.4	2	1	1	2	2

APPENDIX A,CONT'D

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH	YEAR	MAKE	MODL	C	CID	V	T	FT	RPMR	RPMS	RPMA	DR	DS	DA	IGR	IGS	IGA	IHC	IHCA	ICO	ICOS	ICOA	INRT	RLHP	L	P	CS	CC	AP
857	1973	TOYO	STAW	4	97	2	4	11	0820	0750	0750	38	38	38	+24	+05	+05	1250	300	10.0	1.0	1.0	2250	8.8	2	1	1	2	2
858	1973	TOYO	CORO	4	71	2	4	12	0920	0750	--	51	51	--	+04	+05	-	350	--	1.5	1.0	--	--	--	-	1	1	2	2
859	1973	TOYO	STAW	4	120	2	4	13	0850	0650	--	56	54	--	+05	+07	-	315	--	2.9	4.0	--	--	--	-	1	1	2	2
860	1973	SUBA	STAW	4	83	2	4	10	0810	0800	0800	57	54	54	+03	+06	+06	380	220	8.4	3.0	1.5	2250	8.8	2	2	2	1	2
861	1973	VOLK	SEDA	4	97	1	4	11	1400	0950	--	48	48	--	+07	+07	-	100	--	1.7	3.0	--	--	--	-	1	1	2	2
862	1973	VOLK	SEDA	4	97	1	1	11	1100	1000	--	55	50	--	+04	+07	-	160	--	2.5	3.0	--	--	--	-	2	2	1	2
863	1973	VOLK	SEDA	4	97	1	4	11	1400	0900	0900	50	50	50	+12	-05	-05	410	1300	5.6	2.5	3.0	2250	9.7	1	2	1	2	2
864	1973	VOLV	142S	4	121	2	4	15	0820	0800	0800	70	62	62	+08	+10	+10	760	700	7.8	2.0	2.5	3000	10.3	2	1	1	2	2
076	1972	AMMO	GREM	6	258	1	1	21	0590	0550	0640	31	31	32	+08	+03	+03	2000	140	7.8	1.5	1.0	2750	9.9	2	1	1	2	2
077	1972	BUIC	RIVI	8	455	4	1	26	0500	0650	0850	34	30	30	+05	+04	+04	160	70	4.7	99.9	1.0	4500	14.0	1	1	1	2	1
078	1972	CADI	DEVI	8	472	4	1	28	0750	0600	0710	27	30	30	+11	+08	+08	190	70	5.5	99.9	2.8	5000	14.7	1	1	1	2	2
079	1972	CHEV	VEGA	4	140	2	4	11	0860	1200	1200	28	32	32	+14	+08	+08	80	100	1.5	99.9	0.5	2500	9.4	2	1	1	2	1
080	1972	CHEV	MALI	8	350	2	1	19	0620	0600	0850	45	30	30	+19	+06	+06	255	140	5.6	99.9	2.0	3500	12.3	1	1	1	2	2
081	1972	CHEV	CHEL	8	350	2	1	19	0700	0600	0780	30	30	30	+08	+08	+08	90	150	1.6	99.9	1.4	3500	11.2	2	1	1	2	2
082	1972	CHEV	NOVA	8	307	2	1	16	0470	0600	0950	29	30	30	+08	+08	+08	780	120	10.0	99.9	0.7	3500	11.2	2	1	1	2	2
083	1972	CHEV	IMPA	8	350	2	1	24	0500	0600	0830	27	30	30	+05	+06	+06	550	20	6.5	99.9	0.3	4500	14.0	1	1	1	2	2
084	1972	CHEV	BELA	8	400	2	1	24	0740	0600	0900	32	30	30	+12	+06	+06	1150	90	6.2	99.9	1.3	4500	14.0	1	1	1	2	2
085	1972	DODG	CORO	8	318	2	1	21	0620	0750	0750	99	99	99	+04	000	000	225	60	2.2	0.5	0.6	3500	12.3	1	1	1	2	2
086	1972	FORD	PINT	4	122	2	4	11	0940	0750	0750	50	36	36	+35	+06	+06	850	95	9.0	1.2	1.0	2250	8.8	2	1	1	2	2
087	1972	FORD	GRNT	8	351	2	1	23	0620	0575	0720	33	29	29	+05	+06	+06	140	90	4.0	99.9	0.7	3500	12.3	1	1	1	2	2
088	1972	FORD	MAVE	6	200	1	1	15	0620	0600	0780	37	35	35	+06	+06	+06	250	150	3.5	99.9	1.2	2500	9.4	2	1	1	2	2
089	1972	FORD	GALA	8	351	2	1	22	0630	0625	0860	29	29	29	+06	+06	+06	150	350	3.5	0.1	0.1	4500	14.0	1	1	1	2	2
090	1972	FORD	STAW	8	400	2	1	21	0520	0625	0810	29	29	29	+14	+08	+08	275	60	5.0	99.9	0.4	4500	14.0	1	1	1	2	2
091	1972	MERC	MONG	8	400	2	1	23	0550	0625	0800	29	29	29	+21	+08	+08	120	35	1.3	0.1	0.1	4000	13.2	1	1	1	2	2
092	1972	OLDS	CUTL	8	350	2	1	20	0490	0650	0820	39	30	30	+11	+08	+08	325	340	8.8	99.9	1.2	3500	12.3	1	1	1	2	2
093	1972	PLYM	VALI	6	225	1	1	16	0480	0750	0750	35	41	41	+07	000	000	900	145	10.0	0.5	1.4	3000	10.3	2	1	1	2	2
094	1972	PLYM	FURY	8	360	2	1	23	0590	0750	0750	38	32	32	+09	000	000	245	80	8.5	0.5	0.5	4000	13.2	1	1	1	2	2
095	1972	PONT	CATA	8	400	2	1	25	0615	0625	0740	31	30	30	+10	+10	+10	625	270	4.8	99.9	0.6	4500	14.0	1	1	1	2	2
096	1972	PONT	LEMA	8	350	2	1	20	0740	0625	0720	30	30	30	+14	+10	+10	220	190	4.0	99.9	0.8	3500	11.2	2	1	1	2	2
097	1972	DATS	510	4	97	2	4	12	0800	0700	0700	51	41	41	+05	+07	+07	480	170	8.1	2.0	3.5	2250	8.8	2	1	2	1	2
098	1972	TOYO	CORO	4	120	2	4	13	0780	0650	0650	71	52	52	000	+07	+07	320	230	1.0	3.0	2.4	2500	9.4	2	1	1	2	2
099	1972	VOLK	KARM	4	97	1	4	11	0840	0840	0840	49	49	49	-05	-05	-05	300	150	4.6	99.9	3.0	2250	8.8	2	1	1	2	2
100	1972	VOLK	KOMB	4	103	2	4	16	0850	0850	0820	65	48	48	-07	-05	-05	1520	160	9.7	3.0	0.4	3000	10.3	2	1	1	2	2
390	1972	BUIC	SKYL	8	350	2	1	19	0480	0650	--	26	30	--	+09	+04	-	380	--	3.5	99.9	--	--	--	-	1	1	2	2
395	1972	CHEV	CHEL	8	350	2	1	19	0450	0600	--	26	30	--	+08	+06	-	350	--	5.8	99.9	--	--	--	-	1	1	2	1
396	1972	CHEV	KING	8	350	2	1	23	0620	0600	0800	26	30	30	+07	+06	+06	230	150	7.2	99.9	0.3	5000	14.7	1	1	1	2	2
398	1972	CHRY	NEWP	8	400	2	1	23	0700	0700	0700	99	99	99	+11	+07	+07	220	170	4.5	0.5	0.5	4500	14.0	1	1	1	2	2
400	1972	DODG	DART	8	318	2	1	16	0640	0750	0750	99	99	99	+06	000	000	420	150	8.4	0.5	0.5	3000	11.3	1	1	1	2	2
401	1972	FORD	PINT	4	122	2	1	11	0680	0650	0700	36	36	36	+01	+06	+06	820	1080	3.1	99.9	1.2	2500	9.4	2	1	1	2	2
402	1972	FORD	MAVE	8	302	2	1	15	0525	0600	--	28	28	--	000	+06	-	280	--	4.5	99.9	--	--	--	-	1	1	2	2
403	1972	FORD	GALA	8	351	2	1	22	0540	0625	--	99	99	--	+02	+06	-	290	--	4.2	99.9	--	--	--	-	1	1	2	2
404	1972	FORD	LTD	8	429	4	1	22	0455	0600	0820	34	26	26	+13	+10	+10	430	95	9.4	99.9	0.3	4500	14.0	1	1	1	2	2
405	1972	LINC	CONT	8	460	4	1	24	0550	0625	--	32	32	--	+08	+06	-	240	--	4.0	99.9	--	--	--	-	1	1	2	2
406	1972	MERC	MONT	8	351	2	1	23	0500	0575	--	30	30	--	+04	+06	-	320	--	4.5	99.9	--	--	--	-	1	1	2	2
409	1972	OLDS	NNTY	8	455	4	1	25	0550	0600	--	27	30	--	+11	+08	-	220	--	5.0	99.9	--	--	--	-	1	1	2	2
410	1972	PLYM	VALI	8	318	2	1	16	0760	0750	0750	23	32	32	+13	+05	+02	600	170	9.8	0.5	0.5	3000	11.3	1	1	1	2	2
411	1972	PONT	GRNV	8	455	4	1	25	0720	0650	--	30	30	--	+12	+10	-	190	--	2.1	99.9	--	--	--	-	1	1	2	2
865	1972	AMMO	GREM	6	232	1	3	21	0590	0600	0600	45	31	31	+03	+05	+05	480	220	4.2	1.5	1.1	2750	9.9	2	1	2	1	2
866	1972	AMMO	HORN	6	232	1	1	16	0720	0550	--	28	31	--	+06	+05	-	330	--	2.2	1.5	--	--	--	-	1	1	2	2
867	1972	BUIC	SKYL	8	350	2	1	19	0570	0650	--	28	30	--	+05	+04	-	190	--	0.8	99.9	--	--	--	-	1	1	2	2
868	1972	BUIC	LASA	8	350	4	1	26	0640	0650	--	30	30	--	+02	+04	-	180	--	0.5	99.9	--	--	--	-	1	1	2	2
869	1972	BUIC	LASA	8	350	4	1	26	0650	0650	--	30	30	--	+04	+04	-	240	--	5.2	99.9	--	--	--	-	1	1	2	2
870	1972	BUIC	LASA	8	455	4	1	26	0620	0650	--	30	30	--	+09	+04	-	140	--	2.3	99.9	--	--	--	-	1	1	2	1
871	1972	CADI	DEVI	8	472	4	1	28	0640	0600	--	31	30	--	+16	+08	-	120	--	0.2	99.9	--	--	--	-	1	1	2	1
872	1972	CADI	DEVI	8	472	4	1	28	0600	0600	--	30	30	--	+09	+08	-	115	--	3.6	99.9	--	--	--	-	1	1	2	1
873	1972	CHEV	VEGA	4	140	2	4	11	1500	0850	--	33	31	--	+04	+06	-	80	--	1.0	99.9	--	--	--	-	1	1	2	2
874	1972	CHEV	VEGA	4	140	1	3	11	1025	0850	0850	35	34	34	+05	+06	+06	450	70	9.2	99.9	1.3	2500	9.4	2	1	1	2	2
875	1972	CHEV	VEGA	4	140	1	1	11	0600	0700	--	36	34	--	+04	+08	-	200	--	4.2	99.9	--	--	--	-	1	1	2	1
876	1972	CHEV	VEGA	4	140	2	4	11	0760	0800	--	18	31	--	+13	+08	-	80	--	1.6	99.9	--	--	--	-	1	1	2	1
877	1972	CHEV	NOVA	8	307	2	1	16	0660	0600	0860	30	30	30	+12	+08	+08	425	170	6.5	99.9	0.6	3500	11.2	2	1	1	2	2
878	1972	CHEV	NOVA	6	250	1	3	16	0665	0700	--	33	33	--	+06	+04	-	180	--	3.6	99.9	--	--	--	-	1	1	2	2
879	1972	CHEV	CAMA	8	307	2	1	18	0540	0600	--	29	30	--	+08	+08	-	620	--	1.8	99.9	--	--	--	-	1	1	2	2
880	1972	CHEV	NOVA	8	350	2	1	16	0620	0600	--	45	30	--	+03	+06	-	150	--	2.8	99.9	--	--	--	-	1	1	2	2
881	1972	CHEV	NOVA	8	350	2	1	16	0580	0600	--	25	30	--	+11	+06	-	480	--	6.0	99.9	--	--	--	-	1	1	2	2
882	1972	CHEV	MALI	8	307	2	1	19	0450	0600	--	15	30	--	+01	+08	-	320	--	2.1	99.9	--	--	--	-	1	1	2	2
883	1972	CHEV	MALI	8	307	2	1	19	0745	0600	0875	31	30	30	+10	+08	+08	860	300	10.0	99.9	1.0	3500	11.2	2	1	1	2	2
884	1972	CHEV	MALI	8	307	2	1	19	0600	0600	--	29	30	--	+07	+08	-	600	--	2.1	99.9	--	--	--	-	1	1	2	2
885	1972	CHEV	CHEL	8	350	2	1	16	0520	0600	0850	31	30	30	+09	+06	+06	560	200	10.0	99.9	1.3	3500	12.3	1	1	1	2	2
886	1972	CHEV	MONT	8	350	4	1	19	0575	0600	0750	31	30	30	+02	+08	+08	400	100	10.0	99.9	0.2	4000	13.2	1	1	1	2	2
887	1972	CHEV	NOVA	8	350	2	1	16	0600	0600	0760	30	30	30	+09	+06	+06	440	150	9.4	99.9	0.7	3500	11.2	2	1	1	2	2
888	1972	CHEV	IMPA	8	400	2	1	24	0485	0600	--	32	30	--	+13	+06	-	380	--	3.8	99.9	--	--	--	-	1	1	2	2
889	1972	CHEV	MONT	8	350	2	1	19	0735	0600	0800	17	30	30	+18	+06	+06	270	75	6.5	99.9	0.4	4000	13.2	1	1	1	2	2
890	1972	CHEV	NOVA	8	350	4	4	16	0600	0900	0900	22	30	30	+09	+02	+02	1840	1250	2.8	99.9	4.8	3500	12.3	1	1	1	2	2
891	1972	CHEV	MONT	8	400	4	1	19	0550	0550	0710	16	30	30	+15	+08	+08	1020	700	7.5	99.9	1.2	4000	13.2	1	1	1	2	1
892	1972	CHEV	IMPA	8	400	4	1	24	0580	0600	--	30	30	--	+06	+08	-	120	--	3.2	99.9	--	--	--	-	1	1	2	1
893	1972	CHEV	CHEL	8	454	4	1	23	0680	0600	--	32	30	--	+12	+08	-	130	--	4.1	99.9	--	--	--	-	1	1	2	1
894	1972	CHRY	NEWP	8	400	2	1	23	0530	0700	0700	28	28	28	+11	+05	+05	250	225	5.6	0.5	3.2	4500	14.0	1	1	1	2	2
895	1972	DODG	DART	6	225	1	1	16	0790	0750	0750	43	43	43	+04	000	000	340	130	7.7	0.5	0.5	3000	10.3	2	1	1	2	2
896	1972	DODG	DART	6	225	1	3	16	0910	0750	--	43	41	--	+10	000	-	200	--	2.3	0.5	--	--	--	-	1	1	2	2
897	1972	DODG	DART	8	318	2	1	16	0780	0750	0750	30	30	30	+08	000	000	315	110	1.6	0.5	0.5	3000	11.3	1	1	1	2	2

APPENDIX A,CONT'D

LISTING OF VEHICLES AND TEST PARAMETERS

DENVER

VEH	YEAR	MAKE	MODL	C	CID	V	T	FT	RPMR	RPMS	RPMA	DR	DS	DA	IGR	IGS	IGA	IHC	IHCA	ICO	ICOS	ICOA	INRT	RLHP	L	P	CS	CC	AP
898	1972	DODG	POLA	8	360	2	1	23	0550	0750	0750	31	31	31	+13	000	000	1540	120	10.0	99.9	1.6	4000	13.2	1	1	1	2	2
899	1972	FORD	PINT	4	122	2	1	11	0680	0650	0725	38	38	38	+08	+06	+06	330	150	7.6	1.2	0.8	2250	8.8	2	1	1	2	2
900	1972	FORD	PINT	4	98	1	4	11	1020	0900	0900	41	38	38	+10	+12	+12	1340	300	1.5	99.9	1.7	2500	9.4	2	1	1	2	2
901	1972	FORD	PINT	4	98	1	4	11	0820	0900	0900	50	38	38	+08	+12	+12	450	400	9.0	99.9	3.2	2500	9.4	2	1	1	2	2
902	1972	FORD	MAVE	6	200	1	3	15	0620	0750	0750	36	36	36	-10	+06	+06	130	50	1.7	99.9	0.6	2500	9.4	2	1	1	2	2
903	1972	FORD	MUST	8	351	4	1	20	0585	0575	0695	31	31	31	+12	+06	+06	940	350	1.1	99.9	0.4	3500	11.2	2	1	1	2	2
904	1972	FORD	MAVE	8	302	2	1	15	0620	0600	0820	27	27	27	+17	+06	+06	2000	270	0.9	99.9	1.4	3000	11.3	1	1	1	2	2
905	1972	FORD	MAVE	8	302	2	1	15	0525	0600	--	32	30	--	+03	+06	-	330	--	2.6	99.9	--	--	--	-	1	1	2	2
906	1972	FORD	MAVE	6	250	1	1	15	0620	0600	1000	38	38	38	+08	+06	+06	1060	150	10.0	99.9	0.8	2500	9.4	2	1	1	2	2
907	1972	FORD	GALA	8	400	2	1	22	0595	0625	0830	30	30	30	+14	+08	+08	300	180	7.8	99.9	3.0	4000	13.2	1	1	1	2	2
908	1972	FORD	STAW	8	351	2	1	21	0620	0575	--	32	30	--	+08	+06	-	400	--	0.9	99.9	--	--	--	-	1	1	2	2
909	1972	FORD	LTD	8	429	4	1	21	0610	0600	0770	26	26	26	+08	+10	+10	100	45	1.7	99.9	0.6	4500	14.0	1	1	1	2	2
910	1972	FORD	LTD	8	400	2	1	22	0600	0625	--	31	26	--	+08	+08	-	290	--	0.6	99.9	--	--	--	-	1	1	2	2
911	1972	FORD	GALA	8	400	2	1	22	0560	0625	0780	28	28	28	+15	+08	+08	390	230	8.2	99.9	1.7	4000	13.2	1	1	1	2	2
912	1972	MERC	COME	6	250	1	1	15	0650	0600	0780	28	38	38	+08	+06	+06	320	120	5.9	99.9	1.5	3000	10.3	2	1	1	2	2
913	1972	MERC	MONT	8	351	2	1	23	0605	0600	--	34	30	--	-03	+06	-	220	--	3.0	99.9	--	--	--	-	1	1	2	2
914	1972	OLDS	CUTL	8	350	2	1	20	0520	0650	--	30	30	--	+11	+08	-	220	--	0.6	99.9	--	--	--	-	1	1	2	2
915	1972	OLDS	CUTL	8	350	2	1	20	0640	0650	--	27	30	--	+11	+08	-	150	--	3.6	99.9	--	--	--	-	1	1	2	2
916	1972	OLDS	DELT	8	350	4	1	25	0510	0600	--	32	30	--	+18	+12	-	360	--	4.5	99.9	--	--	--	-	1	1	2	2
917	1972	OLDS	CUTL	8	350	2	1	20	0560	0650	--	32	30	--	+11	+08	-	205	--	2.4	99.9	--	--	--	-	1	1	2	2
918	1972	OLDS	DELT	8	455	4	1	25	0630	0600	--	28	30	--	+06	+08	-	60	--	0.4	99.9	--	--	--	-	1	1	2	2
919	1972	PLYM	VALI	6	198	1	3	16	0670	0800	0800	41	41	41	+02	+02	+02	410	90	8.8	0.5	0.5	3000	10.3	2	1	1	2	2
920	1972	PLYM	DUST	6	225	1	1	16	0710	0750	--	46	41	--	-05	000	-	130	--	2.8	0.5	--	--	--	-	1	1	2	2
921	1972	PLYM	SATE	8	318	2	1	21	0710	0750	--	29	30	--	+01	+02	-	285	--	2.5	0.5	--	--	--	-	1	1	2	2
922	1972	PLYM	SCAM	8	318	2	1	16	0810	0750	--	32	32	--	+04	000	-	90	--	0.6	0.5	--	--	--	-	1	1	2	2
923	1972	PONT	VENT	8	350	2	1	16	0650	0625	--	23	30	--	+18	+10	-	410	--	3.6	99.9	--	--	--	-	1	1	2	2
924	1972	PONT	STAW	8	350	2	1	23	0640	0625	--	28	30	--	+09	+10	-	360	--	5.4	99.9	--	--	--	-	1	1	2	2
925	1972	PONT	LEMA	8	350	2	1	20	0660	0625	0750	25	30	30	+17	+10	+10	420	120	7.8	99.9	0.5	3500	12.3	1	1	1	2	2
926	1972	PONT	LEMA	8	400	4	1	20	0770	0700	--	29	30	--	+15	+08	-	200	--	3.4	99.9	--	--	--	-	1	1	2	2
927	1972	PONT	CATA	8	400	2	1	26	0610	0625	--	34	30	--	+03	+14	-	300	--	3.4	99.9	--	--	--	-	1	1	2	2
928	1972	CAPR	COUP	4	98	2	4	12	0790	0750	--	28	36	--	+06	+06	-	200	--	1.8	99.9	--	--	--	-	1	1	2	2
929	1972	DATS	B110	4	72	2	4	11	0745	0700	0700	53	53	53	+08	+05	+05	430	400	6.2	2.0	0.2	2000	8.3	2	1	2	1	2
930	1972	DATS	510	4	97	2	4	12	0690	0700	0700	53	53	53	+04	+07	+07	600	600	7.4	2.0	2.0	2250	8.8	2	1	2	1	2
931	1972	OPEL	1900	4	116	2	1	12	1045	0850	0850	45	50	50	+05	000	000	200	180	3.4	99.9	1.0	2500	9.4	2	1	1	2	2
932	1972	TOYO	CORO	4	71	1	4	12	0495	0650	0650	60	52	52	000	+05	+05	960	530	10.0	3.0	2.3	2000	8.3	2	1	1	2	2
933	1972	TOYO	STAW	4	97	2	1	11	0650	0650	0800	55	54	54	+10	+05	+05	580	420	8.0	3.0	2.0	2250	8.8	2	1	1	2	2
934	1972	VOLK	SEDA	4	97	1	4	11	0880	0800	--	60	48	--	-05	-05	-	130	--	3.2	99.9	--	--	--	-	2	1	2	2
935	1972	VOLK	CONV	4	97	1	4	11	0875	0875	0875	52	52	52	-05	-05	-05	380	350	9.2	3.0	2.6	2250	8.8	2	1	1	2	2
936	1972	VOLK	STAW	4	103	1	4	13	0825	0850	--	99	99	--	+27	+27	-	50	--	0.4	4.0	--	--	--	-	1	1	2	2

APPENDIX B PHASE 1 - LISTING OF TEST VEHICLE USE AND MAINTENANCE DATA

Legend

VEH - Vehicle Number

YR - Model Year

MAKE - Vehicle Make

MODL - Vehicle Model

VIN - Vehicle Identification Number

ODOM - True Mileage

PRDATE - Purchase Date of Vehicle (1: 0-3 mos; 2: 3-12 mos; 3: 1-2 yrs; 4: over 2 yrs ago)

N - Purchased New or Used (1: New; 2: Used)

VMT - Yearly Vehicle Miles Traveled (1: 0-5000; 2: 5001-10,000; 3: 10,001-15,000; 4: 15,001-20,000; 5: 20,001-30,000; 6: over 30,000)

C - Downtown Driving (1: all; 2: most; 3: some; 4: none)

S - Suburban Driving (1: all 2: most; 3: some; 4: none)

F - Expressway Driving (1: all; 2: most; 3: some; 4: none)

W - Driving To and From Work (1: all; 2: most; 3: some; 4: none)

G - Shopping (1: all; 2: most; 3: some; 4: none)

B - Business Not To and From Work (1: all; 2: most; 3: some; 4: none)

V - Travel, Vacation, etc. (1: all; 2: most; 3: some; 4: none)

MFRREC - Vehicle Maintained to Manufacturer's Recommended Specifications (1: Yes 2: No; 3: don't know)

LOC - Date of Last Oil Change (1: 0-6mos; 2: 6-12 mos; 3: over 1 yr; 4: don't know)

LTU - Last Tune Up (1: 0-6 mos; 2: 6-12 mos; 3: over 1 yr; 4: don't know)

W - Who performed tune up (1: dealer; 2: independent garage; 3: tune up clinic; 4: owner or friend; 5: don't know)

MOD - Altered Engine and/or Exhaust Components (1: Yes; 2: No; 3: don't know)

OPER - Vehicle Operated 50% of the Time on Unpaved Roads, in Competative events, or in Hauling or Transporting Loads Heavier than for which it was designed. (1: Yes; 2: No; 3: don't know)

D - Has Vehicle ever had Major Damage to: a) cooling system; b) engine; c) fuel tank; d) exhaust system; e) no damage. (1: Yes; 2: No; 3: don't know)

LEAD - If Unleaded fuel is Required, has Vehicle been operated on Leaded Fuel? 1: not required; 2: never; 3: once or twice; 4: occasionally; 5: regularly; 6: don't know)

H2S - Have You or Others Noticed a Hydrogen Sulfide (rotten eggs) Odor in this Vehicle's Exhaust? (1: never; 2: rarely; 3: occasionally; 4: regularly; 5: don't know)

P - Pass or Fail FAILURE BASED ON THE FOLLOWING

MODEL YEAR	HC	CO
1975-1976	>250	>2.0
1972-1974	>400	>5.5

Transmission in Neutral (1: Pass; 2: Fail CO only; 3: Fail CO only; 4: Fail Both; 0: Not maintenance Vehicle)

APPENDIX B

LISTING OF PHASE I TEST VEHICLE USE AND MAINTENANCE DATA

DENVER

VEH	YR	MAKE	MODL	VIN	ODOM	PRDATE	N	VMT	C	S	F	W	G	B	V	MFRREC	LOC	LTU	W	MOD	OPER	D	LEAD	H2S	F
001	75	CHEV	TRUC	CGV155U178371	16643	3	1	4	3	3	2	3	3	4	2	1	1	1	4	2	2	22221	2	3	0
002	75	CHEV	TRUC	CCV145J149726	16277	2	1	3	3	2	2	2	2	4	3	1	1	1	2	2	2	22221	2	1	0
003	75	CHEV	TRUC	CGY155U100674	36116	3	1	2	3	3	2	2	3	3	3	1	1	1	4	2	2	22221	2	3	0
004	75	CHEV	TRUC	CCY145J153185	4918	2	1	2	1	1	1	1	4	4	4	1	1	1	1	2	2	21222	2	1	0
005	75	DODG	TRUC	B12AE5X001462	16883	2	1	4	2	3	3	2	4	4	2	1	1	1	1	2	2	22221	2	4	0
006	75	FORD	TRUC	F10GLW20817	5299	2	1	2	1	1	1	2	3	4	2	1	1	4	5	2	1	22221	2	4	0
007	75	FORD	TRUC	F10GLV52621	10678	2	1	2	3	3	1	1	2	4	2	1	1	2	1	2	2	22221	2	1	0
008	75	FORD	TRUC	E04HHX27231	7436	2	1	2	4	4	2	4	2	4	2	1	4	3	1	2	2	22221	3	3	0
009	75	FORD	TRUC	E04HHW96197	11837	2	1	2	2	3	3	2	3	4	3	1	1	1	1	2	2	22221	2	4	0
010	75	GMC	TRUC	TCY145Z506584	14907	3	1	3	3	2	3	2	3	3	2	2	1	2	2	2	2	22221	2	1	0
011	75	AMMO	HORN	A5A087A282211	8197	2	1	3	3	2	3	2	3	4	3	1	1	1	1	2	2	22221	2	1	2
012	75	BUIC	CNTY	4H57H5Z103493	18097	3	1	4	4	2	4	4	4	2	4	1	1	4	5	2	2	22221	2	4	1
013	75	BUIC	RIVI	4Z87T5H407275	14994	3	1	2	3	3	3	2	3	4	3	1	1	1	1	2	2	22221	2	4	2
014	75	BUIC	REGA	4J57J5Z111467	6238	2	1	2	3	2	3	2	2	4	3	1	2	2	1	2	2	22221	2	4	1
015	75	CADI	ELDO	6L47S5Q226743	5835	2	1	2	4	2	4	2	2	4	3	1	1	4	5	2	2	22221	2	3	4
016	75	CHEV	VEGA	1V11A5U210378	11211	2	1	3	3	2	2	2	2	4	3	3	1	1	2	2	2	22221	2	5	2
017	75	CHEV	NOVA	1X69D5L156357	8167	2	1	3	2	4	4	2	4	4	4	1	1	4	5	2	2	22221	5	3	1
018	75	CHEV	MONT	1H57H5K410643	16580	2	1	4	3	3	3	3	3	3	3	1	1	2	1	2	2	22221	2	2	1
019	75	CHEV	CAPR	1N39H5J154966	6800	3	1	1	4	1	4	2	2	4	3	1	1	4	5	2	2	22221	2	1	1
020	75	CHEV	IMPA	1L47H5J211367	8042	2	1	2	4	2	3	4	3	4	3	1	1	4	5	2	2	22221	2	1	1
021	75	CHEV	STAW	1L45U5J170719	17080	2	1	4	3	3	3	3	3	3	3	3	1	2	4	2	2	22221	2	3	1
022	75	CHRY	NEWP	CL43M5C100899	17184	2	1	5	3	2	3	2	3	2	3	1	1	1	1	2	2	22221	2	4	1
023	75	DODG	CORO	WH41G5A132988	13415	3	1	3	2	2	3	4	2	4	2	1	1	2	1	2	2	22221	2	4	2
024	75	DODG	DART	LH41C5B260700	9758	2	1	2	4	2	4	1	4	4	4	1	1	1	1	2	2	22221	5	4	4
025	75	FORD	MUST	5R02Y150760	2495	2	1	1	3	2	4	4	2	4	4	1	1	1	1	2	2	22221	2	1	1
026	75	FORD	TORI	5H31H114213	26502	3	1	4	3	3	2	3	4	2	4	1	1	1	2	2	2	22221	2	1	1
027	75	FORD	GRAN	5W81L223321	1182	2	1	2	1	4	4	4	4	1	4	1	1	4	5	2	2	22221	2	5	1
028	75	FORD	LTD	5P68H128623	38926	3	1	5	3	3	2	3	4	3	4	1	1	2	1	2	2	22221	2	1	1
029	75	FORD	LTD	5P64S109291	19387	3	1	4	4	2	3	4	1	2	2	1	1	3	1	2	2	22221	2	3	1
030	75	MERC	MARQ	5263S544182	16272	3	1	3	3	2	3	3	3	3	3	1	1	1	1	2	2	22221	3	1	1
031	75	MERC	MONG	5H04H527212	22805	3	1	5	3	2	3	3	4	2	4	1	1	4	5	2	2	22221	2	1	1
032	75	OLDS	DELT	3N39K5X105419	18489	3	1	3	4	2	3	2	4	4	4	1	1	3	1	2	2	22221	2	5	4
033	75	OLDS	CUTL	3J57K5R109641	7615	3	1	2	3	2	3	4	3	3	3	1	1	3	5	2	2	22221	5	1	1
034	75	OLDS	DELT	3L69T5X102778	28260	3	1	5	3	3	2	3	4	2	4	1	1	2	1	2	2	22221	2	1	1
035	75	PLYM	FURY	RL41G5A174430	16271	2	1	4	4	2	3	2	3	3	3	1	1	2	1	2	2	22221	2	1	1
036	75	PLYM	DUST	VH29C5G108272	18155	2	1	4	4	4	2	4	4	4	2	1	4	4	5	2	2	22221	2	1	1
037	75	PONT	CATA	2L69R5X155551	11892	2	1	4	3	3	3	2	3	2	3	1	1	1	1	2	2	22221	2	1	1
038	75	PONT	LEMA	2F37M5A128869	4634	2	1	4	3	2	3	1	4	4	1	1	1	1	1	2	2	12222	2	1	3
039	75	PONT	GRNV	2R67W5P125211	18398	3	1	4	3	3	2	2	3	3	3	1	1	2	1	3	2	22221	2	5	1
040	76	CAPR	SEDA	GAECRU59125	1230	1	1	1	1	4	4	2	3	4	4	1	1	1	5	2	2	22221	2	4	1
041	75	DATS	B210	HLB210570521	4667	2	1	2	4	2	3	2	3	4	4	1	1	1	1	2	2	22221	1	1	1
042	75	HOND	SEDA	SBA3306281	6677	2	1	2	4	2	4	1	1	4	4	1	1	1	1	2	2	22221	1	1	1
043	75	TOYO	CORO	RT105005050	10738	2	1	3	3	3	2	2	3	4	4	1	1	1	1	2	2	22221	1	5	1
044	75	VOLK	SEDA	1152036764	28085	2	1	4	1	2	3	1	2	4	4	1	1	1	1	2	2	22122	2	1	2
045	75	VOLK	STAW	3352128420	9159	2	1	2	3	2	3	2	2	3	4	3	2	2	1	2	2	22221	2	1	1
231	75	AMMO	GREM	A5D465E200759	25777	2	1	5	3	3	3	3	3	2	3	1	1	2	1	2	2	22221	2	1	2
232	75	AMMO	HORN	A5A087H182275	12638	3	1	3	3	4	3	3	2	4	2	1	4	1	1	2	2	22221	2	1	1
233	75	AMMO	MATA	A5A167N107515	10810	3	1	2	4	2	4	2	4	4	3	1	1	2	1	2	2	22221	2	1	1
234	75	BUIC	SKYH	4S07C5Z114056	10593	2	1	2	4	2	4	4	2	4	3	1	1	4	5	2	2	22221	2	2	1
235	75	BUIC	SKYL	4B27F5L108394	9395	2	1	2	3	2	3	4	2	4	4	1	1	2	1	2	2	22221	2	1	3
236	75	BUIC	REGA	4J57J52106348	15990	3	1	3	1	1	1	1	1	4	1	1	1	3	1	2	2	22221	2	5	2
238	75	BUIC	STAW	4F45J5Z103183	16394	2	1	3	3	3	3	2	3	4	3	1	1	1	1	2	2	22221	2	3	2
240	75	BUIC	RIVI	4Z87T5H422018	33524	3	1	6	3	3	2	2	3	3	3	1	1	1	1	2	2	22221	2	3	2
244	75	CHEV	VEGA	1V77B5U215584	5235	2	1	2	3	3	3	3	3	4	4	1	2	2	1	2	2	22221	2	4	2
245	75	CHEV	MONZ	1M27B5C213391	5710	3	1	2	3	1	1	1	1	4	3	1	1	1	1	2	2	22212	2	1	2
246	75	CHEV	MONZ	IM27G5C234143	5718	3	1	2	3	2	3	4	2	4	3	1	2	4	1	2	2	22221	2	1	1
247	75	CHEV	NOVA	1X17D5K100879	4349	3	1	1	2	4	4	4	2	4	3	1	1	3	1	2	2	22221	2	1	1
248	75	CHEV	NOVA	1Y27G5L132373	7377	3	1	2	3	3	3	3	3	3	3	1	1	1	1	2	2	22221	2	3	1
249	75	CHEV	CAMA	1S87H5N513494	16862	2	2	4	3	3	3	2	3	3	3	3	1	3	5	3	2	22221	5	1	1
250	75	CHEV	NOVA	1X69H5K111598	2875	2	1	2	4	2	4	4	2	4	4	1	1	1	1	2	2	22221	2	1	2
252	75	CHEV	MALI	1D29H5R483918	14424	2	1	4	3	3	3	1	3	2	3	1	1	4	5	2	2	22221	2	1	1
253	75	CHEV	MALI	1D37H5Z418938	8201	2	1	1	1	4	4	1	1	4	3	1	1	2	5	2	2	22221	2	1	1
263	75	CHEV	CAPR	1N69U5J161283	11976	3	1	2	3	2	3	2	3	2	3	1	1	4	1	2	2	22221	2	4	1
264	75	CHEV	IMPA	1L35U5S105181	34483	3	1	5	3	2	2	3	3	1	3	1	1	1	2	2	2	22221	2	1	1
266	75	CHEV	CAPR	1N67Y5S106623	5118	2	1	2	2	4	4	2	4	4	4	1	1	1	5	2	2	22221	2	3	1
267	75	CHRY	CORD	SS22K5R156719	17537	3	1	2	4	2	4	2	4	4	4	1	1	1	1	2	2	22221	2	1	2
270	75	DODG	DART	LP23G5G113115	15581	2	1	3	1	1	1	4	4	4	1	1	1	1	1	2	2	22221	2	2	1
272	75	DODG	CHAR	XS22K5R103022	10870	3	1	2	3	3	3	3	3	4	3	1	1	1	4	2	2	22221	2	3	2
273	75	DODG	MONA	DH41M5D204394	28399	2	1	6	3	3	3	4	4	2	3	1	1	3	5	2	2	22221	2	4	4
275	75	FORD	MUST	5F02Y213114	9909	2	1	3	3	2	3	2	3	4	3	1	1	1	4	2	2	22221	2	5	1
277	75	FORD	MUST	5F05Z172433	8604	3	1	2	3	2	3	2	3	4	3	1	1	1	1	2	2	22221	2	1	1
281	75	FORD	GRAN	5W84F123622	12151	3	1	2	1	4	4	1	1	1	4	1	1	1	1	3	2	22221	2	3	2
282	75	FORD	STAW	5H42H138558	16762	3	1	4	1	1	1	2	3	2	4	3	1	4	5	2	2	22221	2	1	1
284	75	FORD	TORI	5H31S148959	13116	2	1	3	3	3	3	3	3	4	3	1	1	1	1	2	2	22221	2	1	2
285	75	FORD	LTD	5J63H134433	5004	2	1	1	2	3	3	2	3	3	4	1	1	1	5	2	2	22221	2	3	2
286	75	FORD	ELIT	5621H144014	14546	2	1	3	3	3	2	3	3	3	3	1	1	1	1	2	2	22221	5	1	1
287	75	FORD	LTD	5J63H134432	14056	3	1	3	2	4	4	2	4	4	4	1	1	4	5	2	2	22221	2	3	1
289	75	FORD	LTD	5P66S125346	16902	3	1	3	3	3	3	2	3	4	3	3	1	4	5	2	2	21222	2	1	4
290	75	FORD	LTD	5J63S103713	28568	3	1	3	3	2	3	3	3	2	3	1	1	1	4	2	2	22221	2	1	1
293	75	FORD	LTD	5J64A103717	16254	2	2	2	3	2	3	2	3	3	3	1	1	4	1	2	2	22221	2	1	2

APPENDIX B CONT'D

LISTING OF PHASE I TEST VEHICLE USE AND MAINTENANCE DATA

									DENVER																
VEH	YR	MAKE	MODL	VIN	ODOM	PRDATE	N	VMT	C	S	F	W	G	B	V	MFRREC	LOC	LTU	W	MOD	OPER	D	LEAD	H2S	?
294	75	LINC	CONT	5Y81A841915	29574	3	1	5	3	3	3	2	3	4	3	1	1	3	1	2	2	22221	2	5	1
295	75	MERC	MONA	5W38F514954	8357	3	1	2	4	2	4	2	4	4	4	1	1	2	1	2	2	22221	2	1	1
297	75	MERC	MONT	5H07H506935	10986	3	1	2	4	1	4	1	1	4	4	1	1	1	2	2	2	22221	2	1	1
298	75	MERC	COUG	5A93H549048	20072	2	1	3	3	3	3	3	3	3	3	1	1	1	1	2	2	22221	2	4	1
300	75	OLDS	OMEG	3B69F5L104440	24107	3	1	4	3	3	3	4	4	1	4	1	1	1	3	2	2	22221	2	4	1
308	75	PLYM	SCAM	VH23G5B101744	1942	3	1	1	3	2	3	4	2	4	4	1	4	4	5	2	2	22221	1	1	1
311	75	PLYM	FURY	RP23K56101109	13966	3	1	2	3	2	3	3	2	3	2	1	1	1	1	2	2	22221	2	3	2
312	75	PLYM	FURY	PP29M5D119448	16510	2	2	3	3	2	3	3	3	4	2	1	1	1	1	2	2	22221	2	4	2
313	75	PLYM	FURY	RH45K5A136409	28506	3	1	5	4	4	2	4	4	1	4	1	1	1	2	2	2	22221	2	2	2
314	75	PONT	ASTR	2V77B5U537432	7938	2	1	2	2	2	3	2	2	4	4	1	2	1	1	2	2	22221	2	4	2
318	75	PONT	LEMA	2D29M5G121424	24068	2	1	5	3	3	3	4	4	2	4	1	1	2	1	2	2	22221	2	2	1
320	75	PONT	STAW	2L45S5X140004	18184	2	2	3	3	2	3	4	4	4	2	1	1	4	5	2	2	22221	2	1	1
321	75	PONT	GRNV	2R49W5X147917	13979	3	1	3	3	2	3	2	4	2	4	1	1	3	5	2	2	22221	2	1	1
322	75	AUDI	FOX	849000770	7381	2	1	2	3	3	3	4	1	4	1	1	1	4	5	2	2	22221	1	1	1
323	76	CAPR	GHIA	GAECRS09403	5702	1	1	1	2	2	3	1	4	4	4	1	1	1	1	2	2	22221	2	1	2
325	75	COLT	SEDA	6P23U57000594	10960	2	1	3	3	2	3	2	3	4	3	1	1	4	5	2	2	22221	1	5	2
326	75	DATS	710	JHL710047937	11321	2	1	3	3	2	3	2	4	2	3	1	1	1	1	2	2	22221	1	1	1
327	75	DATS	B210	HLB210517838	4068	2	1	2	4	2	3	2	4	4	3	1	1	1	1	2	2	22221	1	1	1
328	75	DATS	SEDA	JHL710043413	8289	2	1	3	3	3	2	2	3	4	4	1	1	1	4	1	2	22221	1	1	1
329	75	FIAT	STAW	128AF11904890	6315	2	1	2	4	4	2	2	4	4	4	1	1	2	1	2	2	22221	1	1	1
330	75	FIAT	X1-9	128AS0028865	13117	3	1	3	3	2	2	1	2	4	2	1	1	1	1	2	2	22221	2	3	1
331	75	HOND	CVCC	SGC1017540	10612	2	1	3	4	2	3	3	3	3	4	1	1	1	1	2	2	22221	1	1	0
332	75	MAZD	RX3	SS124W165664	2466	1	1	3	3	3	2	2	3	4	3	1	4	4	5	2	2	22221	2	1	1
333	75	MAZD	RX3	SS124A1737109	2028	1	1	3	3	3	2	1	1	3	4	1	1	1	1	2	2	22221	5	1	1
335	75	MG	MGB	GHN5UF376920	8670	2	1	3	3	3	3	4	3	4	3	1	1	1	1	2	2	22221	1	1	1
336	75	OPEL	STAW	OL15N55117624	8126	2	1	2	3	3	3	3	3	4	3	1	1	1	1	2	2	22221	2	1	2
338	75	PORS	911S	9115200423	29741	3	1	4	3	3	3	2	4	2	3	1	1	1	2	2	2	22221	1	1	1
340	75	TOYO	CELI	RA22043075	5171	2	1	2	3	2	3	2	3	4	3	1	1	1	1	2	2	22221	1	1	3
341	75	TOYO	CORO	TE37524248	12347	2	1	3	3	3	3	2	3	4	2	2	1	1	1	2	1	22221	1	1	1
342	75	VOLK	SEDA	1352139367	13382	3	1	2	3	3	4	2	3	3	4	1	2	3	1	2	2	21112	3	1	4
343	75	VOLK	RABB	1753102394	17127	3	1	4	3	3	2	2	3	4	3	1	1	1	1	2	2	22221	2	2	2
345	75	VOLV	SEDA	VC24415B10457	6965	1	2	1	2	3	3	2	2	4	3	1	1	1	1	2	2	22221	1	1	1
511	75	FORD	GRAN	5W81T232304	4702	2	1	2	3	3	2	3	4	4	2	1	1	4	5	2	2	22221	2	1	1
512	75	MERC	MONA	5W34L543485	7225	2	1	2	3	2	3	2	3	4	3	1	1	1	1	2	2	22221	2	4	1
513	75	OLDS	OMEG	3B69D5L109362	21057	3	1	1	4	3	3	2	4	3	3	2	1	4	5	2	2	22221	2	4	1
514	75	PLYM	GRNF	PH46M5D181229	27376	3	1	5	3	3	3	4	3	2	3	1	1	2	1	2	2	22221	2	3	4
515	75	PONT	VENT	2Y17D5L113804	4774	2	1	2	2	4	4	2	4	4	4	1	4	4	5	2	2	22221	2	1	1
516	75	BMW	SEDA	2360973	8571	2	1	2	3	2	3	2	4	3	3	1	1	1	1	2	2	22221	1	1	0
517	75	BMW	530I	5000585	15635	1	1	1	2	3	3	3	4	3	2	1	1	1	1	2	2	22221	1	1	0
518	75	SUBA	STAW	A64L802362	15464	2	1	3	3	2	3	4	4	1	3	1	1	1	2	2	2	22221	1	1	1
519	75	MERB	450S	1160321203811	13620	2	1	3	3	2	3	3	4	2	3	1	1	1	1	2	2	22221	2	1	1
520	75	PORS	914	4752904526	21048	3	1	4	4	3	2	2	3	4	4	1	1	1	1	2	2	22221	1	1	0
521	75	SAAB	99LE	99757002665	13068	2	1	4	3	2	3	2	4	4	3	1	1	1	4	2	2	22221	1	1	0
522	75	AMMO	HORN	A5A067E113112	5794	3	1	1	3	3	3	3	1	4	3	1	1	1	1	2	2	22221	2	1	2
523	75	AMMO	HORN	A5A087A144992	15555	3	1	3	2	2	3	3	2	4	3	1	1	1	1	2	2	22221	2	1	2
524	75	DODG	MONA	DP41T5D144795	13534	3	1	3	3	2	2	2	3	3	3	1	1	1	1	2	2	22221	2	2	2
525	75	MERC	MARQ	5Z62A557603	9372	3	1	2	3	2	4	2	3	4	4	1	1	4	5	2	2	22221	2	1	1
046	74	AMMO	HORN	A4C037H149430	30260	4	1	3	3	2	2	2	3	3	3	1	1	2	1	2	2	22221	1	1	1
047	74	BUIC	RIVI	4Y87U4H440570	13838	3	1	2	2	3	3	2	2	4	3	1	1	3	3	2	2	22221	1	1	1
048	74	BUIC	CENT	4H57J4Z106693	20494	3	1	3	2	3	4	2	3	2	3	1	4	4	5	3	2	22221	1	1	1
049	74	CHEV	VEGA	1V77A4U109416	29786	4	1	2	3	3	2	2	3	3	3	1	1	3	1	2	2	22221	1	5	2
050	74	CHEV	MONT	1H57H4R436097	30352	3	2	2	2	3	3	2	3	3	3	3	1	2	3	2	2	22221	3	3	1
051	74	CHEV	NOVA	1Y27D4L170115	31898	4	1	4	3	2	3	2	3	3	3	2	2	2	2	2	2	22212	1	3	1
052	74	CHEV	CAMA	1S87H4N193612	16814	3	1	2	3	2	3	1	4	4	4	1	2	2	1	2	2	22221	1	1	1
053	74	CHEV	CHEL	1C29H4R435307	17053	3	1	2	4	2	3	4	1	4	2	1	2	2	1	2	2	22221	2	1	1
054	74	CHEV	CAPR	1N35U4S133511	19382	3	1	1	3	2	3	4	2	3	3	1	1	1	1	3	2	12222	1	1	2
055	74	DODG	CHAR	WH23G4G216587	27518	3	1	3	3	3	2	3	3	3	2	1	1	1	4	2	2	22221	1	1	1
056	74	DODG	DART	LH41C4B291799	16547	3	1	2	2	3	3	3	3	4	3	1	1	2	2	2	2	22221	1	1	2
057	74	FORD	PINT	4X10X263634	12172	3	1	2	2	3	3	2	3	3	4	1	2	4	5	2	2	22221	6	1	1
058	74	FORD	MAVE	4K92F144760	42823	1	2	2	3	2	3	3	2	4	4	1	1	1	1	2	2	22221	6	1	1
059	74	FORD	MAVE	4K92L102811	7913	4	1	1	3	1	4	4	1	4	4	1	1	2	1	1	2	22221	1	1	2
060	74	FORD	LTD	4G63S100358	38868	2	2	3	3	3	3	4	3	4	3	3	1	1	3	1	2	22221	6	3	1
061	74	FORD	LTD	4P62S122020	43529	3	2	5	3	2	3	3	3	2	3	3	1	1	4	2	2	22221	1	1	1
062	74	LINC	CONT	4Y82A878035	22049	3	1	2	3	2	3	4	3	4	2	1	1	2	1	2	2	22221	1	3	2
063	74	MERC	MONT	4H04F577005	16214	3	1	2	3	2	3	3	2	4	3	1	1	2	1	2	2	22221	1	1	1
064	74	OLDS	CUTL	3F37K4R100945	23370	3	1	2	3	2	3	4	3	4	3	1	1	2	1	2	2	22221	4	1	1
065	74	OLDS	DELT	3N67K4M351966	13277	3	1	2	4	3	4	1	3	4	4	1	4	4	1	2	2	22221	1	1	1
066	74	OLDS	98	3X39T4M317329	46098	2	2	3	3	3	3	1	1	1	1	1	1	1	2	2	2	22221	1	1	1
067	74	PLYM	SATE	KH23G4G181375	31238	3	1	1	3	1	3	4	2	3	3	1	1	3	1	2	2	22221	1	1	1
068	74	PLYM	DUST	VL29C4G268656	5526	3	1	1	2	3	3	4	3	4	3	3	1	4	5	2	2	22221	1	1	2
069	74	PONT	BONN	3N39R4C104091	47253	4	1	4	3	3	3	3	3	3	3	1	1	2	2	2	2	22221	1	1	1
070	74	PONT	LEMA	2G29M4Z105017	28295	4	1	2	3	2	3	2	3	4	3	1	2	3	1	2	2	22221	1	1	1
071	74	DATS	610	HL610022932	17302	3	1	3	3	2	3	2	3	3	3	1	1	1	2	2	2	22221	1	1	3
072	74	MAZD	RX3	S124W161591	2724	2	1	2	3	2	4	2	3	4	3	1	1	1	1	2	2	22221	2	4	1
073	74	TOYO	CELI	RA21206071	18273	3	1	2	3	2	3	3	3	2	2	1	1	1	4	2	2	22221	1	1	2
074	74	VOLK	SEDA	1342584689	34101	3	2	3	3	2	3	1	3	3	3	1	2	2	1	2	3	22221	1	1	1
075	74	VOLK	SEDA	1342743951	34050	3	1	4	3	3	3	3	3	3	3	1	1	1	1	2	2	22221	1	1	1
101	73	AMMO	HORN	A3A087E237236	41435	4	1	3	4	3	3	4	2	4	3	1	1	1	1	2	2	22221	1	3	2
102	73	BUIC	ELEC	4V39U3H591916	16856	2	2	3	2	3	3	4	3	2	2	1	1	3	1	2	2	22221	1	1	1
103	73	CADI	DEVI	6D49R3Q190824	52904	3	2	3	2	3	3	3	3	2	4	1	1	2	1	2	2	22221	1	1	1

APPENDIX B CONT'D

LISTING OF PHASE I TEST VEHICLE USE AND MAINTENANCE DATA

DENVER

VEH	YR	MAKE	MODL	VIN	ODOM	PRDATE	N	VMT	C	S	F	W	G	B	V	MFRREC	LOC	LTU	W	MOD	OPER	D	LEAD	H2S	P
104	73	CHEV	VEGA	1V15A3U333816	39866	4	2	4	3	3	3	3	3	2	3	3	2	3	2	2	2	22221	1	1	2
105	73	CHEV	MALI	1D37H3K428112	22591	4	1	1	4	2	3	3	3	4	3	1	1	1	2	2	2	22221	1	1	1
106	73	CHEV	NOVA	1X27H3L100445	10310	4	1	1	1	4	4	1	4	4	4	1	1	3	1	2	2	22221	5	1	1
107	73	CHEV	IMPA	1L69H3J211583	40771	4	2	3	3	2	3	3	2	4	3	2	1	1	2	2	2	22221	1	1	1
108	73	CHEV	IMPA	1L69H3C226774	29078	4	1	3	3	2	2	3	2	4	3	1	1	1	4	2	2	22221	1	1	1
109	73	CHEV	IMPA	1L47R3J123010	43454	4	1	3	3	3	3	3	4	3	3	1	1	1	3	2	2	22221	1	1	1
110	73	DODG	DART	LH41C3R258313	37769	3	2	4	3	3	3	3	3	3	3	1	1	3	1	3	2	22221	1	1	2
111	73	FORD	PINT	3X11X195154	40317	4	1	2	3	2	2	2	3	3	3	1	1	1	2	2	2	22221	1	1	2
112	73	FORD	TORI	3A30H270753	6817	4	1	1	3	2	3	4	2	4	3	1	1	2	1	2	2	22221	1	1	1
113	73	FORD	MAVE	3K92F108567	32484	3	2	2	2	3	3	2	3	3	3	3	2	2	2	2	2	22221	1	1	2
114	73	FORD	CUST	3J53H185085	61051	4	1	5	3	3	3	2	3	4	4	1	1	1	2	2	2	22221	1	1	4
115	73	FORD	LTD	3P66S151354	53558	4	2	4	3	3	3	3	3	3	3	1	1	2	2	2	2	22221	1	1	2
116	73	MERC	MONR	3Z54S526856	25423	3	2	2	3	2	3	2	3	4	3	1	1	1	4	2	2	22221	1	1	1
117	73	OLDS	98	3T37T3M156438	12743	4	1	1	3	2	3	4	2	3	3	1	1	2	2	2	2	22221	3	2	1
118	73	OLDS	CUTL	3G29K3R169033	22707	4	1	1	2	3	3	4	1	4	4	1	1	1	1	2	2	22221	1	1	1
119	73	PLYM	SATE	RH41G36196880	32527	4	2	2	3	2	3	4	2	4	3	1	2	2	4	2	2	22221	1	1	2
120	73	PLYM	DUST	UL29C3B320547	45356	4	1	3	2	3	3	2	3	4	3	2	1	2	2	2	2	22221	1	1	1
121	73	PONT	CATA	2L39P3C106110	9724	3	1	1	3	2	4	4	1	4	4	1	1	3	1	2	2	22221	1	1	1
122	73	PONT	LEMA	2D37M3Z127322	18859	4	1	1	3	3	3	4	2	3	3	2	1	4	5	3	2	22221	2	1	1
123	73	DATS	TRUC	PL620139758	62629	1	2	2	3	3	3	2	3	4	3	3	1	4	5	2	2	22221	1	1	3
124	73	OPEL	MANT	0L77NC9861351	55949	4	1	4	3	2	3	3	4	3	3	3	1	2	4	2	2	22212	1	5	2
125	73	TOYO	CORO	TE21649313	24854	4	1	2	3	2	3	2	2	4	3	1	1	2	1	2	2	22221	1	1	2
126	73	VOLK	KOMB	2332104277	31810	4	2	3	3	2	3	2	3	4	3	2	1	2	4	2	2	22221	1	1	1
127	73	VOLK	SEDA	1332033782	13794	4	1	1	1	4	4	4	1	4	4	1	1	4	5	2	2	22221	1	1	1
076	72	AMMO	GREM	A2A465A136950	49359	4	1	4	4	2	3	2	3	4	3	1	1	1	4	2	1	22221	1	1	4
077	72	BUIC	RIVI	4Y87U2H905647	27798	3	2	1	3	2	3	4	1	4	4	1	4	2	2	2	2	22221	1	1	1
078	72	CADI	DEVI	6D49R2Q209325	58161	3	2	4	3	3	3	3	3	3	3	1	1	1	1	2	2	22221	1	1	1
079	72	CHEV	VEGA	1V77B2U202637	52391	4	1	3	3	2	3	2	3	4	3	2	1	2	4	1	2	22221	1	1	1
080	72	CHEV	MALI	1D37H2K981478	48244	4	1	3	1	4	3	2	3	3	3	1	1	2	2	2	2	22221	1	1	2
081	72	CHEV	CHEL	1D37H2L503089	20509	4	1	5	2	3	3	4	1	4	1	1	1	3	3	2	2	22221	1	1	1
082	72	CHEV	NOVA	1X27F2L104005	6112	4	1	1	3	2	4	4	2	4	3	1	2	4	2	2	2	22221	1	1	4
083	72	CHEV	IMPA	1M47H2C178595	37657	4	1	2	3	2	3	2	3	4	4	1	1	2	1	2	2	22221	1	1	1
084	72	CHEV	BELA	1L69R2C196958	34288	4	1	2	3	3	3	2	2	4	3	1	1	1	2	2	2	22221	1	1	4
085	72	DODG	CORO	WH41G26133548	19674	4	1	1	3	2	3	4	1	4	4	1	1	1	2	2	2	22221	1	1	1
086	72	FORD	PINT	2R10X189043	30012	4	2	1	3	2	3	1	1	1	3	1	1	1	4	3	2	22221	1	1	4
087	72	FORD	GRNT	2A30H335207	31353	4	1	2	2	3	3	2	3	4	3	2	1	2	1	2	2	22221	1	1	1
088	72	FORD	MAVE	2K92T194022	11632	4	1	1	4	1	4	4	1	4	4	1	1	3	5	2	2	22221	2	1	1
089	72	FORD	GALA	2J56H162135	55796	4	2	2	4	2	3	3	1	3	3	1	2	2	3	2	2	22221	1	1	1
090	72	FORD	STAW	2P74S152909	42060	4	1	3	3	2	3	3	3	3	2	1	1	1	4	2	2	22221	1	1	1
091	72	MERC	MONG	2H10S622025	33806	4	1	2	3	2	3	3	2	4	3	1	1	2	2	2	2	22221	1	1	1
092	72	OLDS	CUTL	3G87H2M151203	95056	4	1	5	3	2	3	2	3	4	3	3	1	2	4	2	2	22221	1	1	2
093	72	PLYM	VALI	VL41C2R193739	35343	4	1	5	3	2	3	2	4	2	3	1	1	2	2	2	2	22221	1	1	4
094	72	PLYM	FURY	PH43K2D260322	58338	4	2	3	3	3	3	1	3	4	3	3	1	3	3	2	2	22221	1	1	2
095	72	PONT	CATA	2L57R2C306772	40446	4	1	2	3	2	3	4	1	4	1	1	1	1	1	2	2	22221	1	1	3
096	72	PONT	LEMA	2D37M2Z109908	61312	4	2	3	3	2	3	4	3	4	3	1	1	1	4	1	2	22221	1	1	1
097	72	DATS	510	DL510385533	33412	3	2	2	3	3	3	3	3	3	4	1	2	2	1	2	2	22221	1	1	4
098	72	TOYO	CORO	RT85007175	35104	4	1	2	3	2	3	3	3	4	3	2	1	1	3	2	2	22221	1	1	1
099	72	VOLK	KARM	1422692165	44721	4	1	3	3	2	3	2	3	3	3	1	1	1	2	3	2	22221	1	1	1
100	72	VOLK	KOMB	2322140279	60192	4	2	4	3	2	2	2	3	4	2	1	1	1	2	2	2	22221	1	1	4

APPENDIX B - PHASE II - LISTING OF TEST VEHICLE USE AND MAINTENANCE DATA

Legend

VEH - Vehicle Number

YR - Model Year

MAKE - Vehicle Make

MODL - Vehicle Model

VIN - Vehicle Identification Number

ODOM - True Mileage

P - Pass or Fail FAILURE BASED ON THE FOLLOWING

MODEL YEAR	HC	CO
1975-1976	>250	>2.0
1972-1974	>400	>5.5

Transmission in Neutral (1: Pass; 2: Fail CO only; 3: Fail HC only; 4: Fail Both)

N - Purchased New or Used (1: New; 2: Used)

Y - Yearly Vehicle Miles Traveled (1: 0-5,000; 2: 5,001-10,000; 3: 10,001-15,000; 4: 15,001-20,000; 5: 20,001-30,000; 6: over 30,000)

MD - Altered Engine and/or Exhaust Components (1: Yes; 2: No; 3: don't know)

C - Major City Street Driving (1: all; 2: most; 3: some; 4: little/none)

S - Rural Road Driving (1: all; 2: most; 3: some; 4: little/none)

E - Rural Expressway Driving (1: all; 2: most; 3: some; 4: little/none)

W - Driving To and From Work (1: all; 2: most; 3: some; 4: little/none)

G - Shopping (1: all; 2: most; 3: some; 4: little/none)

B - Business Not To and From Work (1: all; 2: most; 3: some; 4: little/none)

V - Social, Vacation, etc. (1: all; 2: most; 3: some; 4: little/none)

TD - Number of Trips Made On A Typical Day (One Trip is Defined as Starting the Engine, Traveling Some Distance and Stopping the Engine)

WT - Number of Wide Open Throttle Accelerations Used Per Week

U - Vehicle Operated 50% of the Time on Unpaved Roads, in Competative Events, or in Hauling or Transporting Loads Heavier than for which it was Designed. (1: Yes; 2: No; 3: don't know)

H - Hard Starting (1: Yes; 2: No)

ST - Stalling (1: Yes; 2: No)

R - Rough Idle (1: Yes; 2: No)

M - Engine Misfiring (1: Yes; 2: No)

A - Poor Acceleration (1: Yes; 2: No)

SB - Engine Performance Problem - Stumbling (1: Yes; 2: No)

DS - Engine Performance Problem - Dieseling (1: Yes; 2: No)

D - Has Vehicle ever had Major Damage to: a) engine; b) cooling system; c) fuel tank; d) exhaust system; e) no damage. (1: Yes; 2: No; 3: don't know)

LO - Date of Last Oil Change (1: 0-6 mos; 2: 6-12 mos; 3: over 1 yr; 4: don't know)

LT - Last Tune Up (1: 0-6 mos; 2: 6-12 mos; 3: over 1 yr; 4: don't know)

MAR - Vehicle Maintained to Manufacturer's Recommended Specifications (1: Yes; 2: No; 3: don't know)

NW - Number of Warranty Repairs

PP - Was Vehicle Returned For Performance Problems (1: No Warranty; 2: Never Returned; 3: Yes; 4: No)

UL - Unleaded Fuel Required (1: Yes; 2: No)

L - Number of Times Leaded Fuel Was Used (1: Not Required; 2: Never; 3: Seldom; 4: Occasionally; 5: Frequently; 6: don't know)

H2 - Have You or Others Noticed a Hydrogen Sulfide (rotten eggs) Odor in this Vehicle's Exhaust? (1: never; 2: rarely; 3: occasionally; 4: regularly; 5: don't know)

APPENDIX B CONT'D

LISTING OF PHASE II TEST VEHICLE USE AND MAINTENANCE DATA

DENVER

VEH	YR	MAKE	MODL	VIN	ODOM	P	N	Y	MD	C	S	E	W	G	B	V	TD	WT	U	H	ST	R	M	A	SB	DS	D	LO	LT	MAR	NW	PP	UL	L	H2
241	76	CADI	SEVI	6S69R6Q502390	8665	1	1	4	2	3	4	4	4	4	1	4	20	4	2	2	2	2	2	1	2	2	22221	3	1	1	5	2	1	2	1
242	75	CADI	DEVI	6D47S5Q256631	9534	1	1	2	2	2	4	4	2	3	4	3	4	1	2	2	2	2	2	2	2	2	22221	3	1	1	5	4	1	2	4
243	75	CADI	FLEE	6B69S5Q123600	3619	1	1	5	2	3	3	3	3	4	3	4	20	4	2	2	2	1	2	2	2	2	22221	3	3	1	5	4	1	2	4
254	75	CHEV	MALI	1D37H5R403582	8756	1	1	3	2	1	4	4	1	4	4	3	1	1	2	2	2	2	2	2	2	2	22221	6	5	1	2	2	1	2	1
255	75	CHEV	STAW	1G35H5Z464707	13639	1	1	3	2	2	4	4	2	3	4	3	6	1	2	2	2	2	2	2	2	2	22221	4	3	1	5	4	1	2	3
256	75	CHEV	MONT	1H57U5R459253	11986	1	1	2	2	3	4	4	2	3	4	3	6	4	2	2	2	1	2	1	2	2	22221	3	3	1	2	2	1	2	3
257	75	CHEV	MONT	1H57U5Z422702	10679	1	1	2	2	1	4	4	1	3	3	3	4	1	2	2	2	2	2	2	2	2	22221	3	2	1	4	4	1	2	4
258	75	CHEV	CAPR	1N69H5J121426	7751	4	1	1	2	2	4	4	4	3	4	3	0	1	2	2	2	2	2	2	2	2	22221	3	4	1	2	2	1	2	4
259	75	CHEV	IMPA	1L69H5J211904	11600	1	1	2	2	1	4	4	1	4	3	4	4	4	2	2	1	2	2	1	2	2	22221	3	5	1	2	2	1	2	1
260	75	CHEV	IMPA	1L47H5J150398	46070	2	1	5	2	3	3	3	4	3	1	3	15	3	2	2	2	2	2	2	2	2	22221	3	3	1	4	4	1	3	1
261	75	CHEV	IMPA	1L69H5J172367	22170	2	1	4	2	3	4	4	2	3	4	3	6	1	2	2	2	2	2	2	2	2	22221	3	5	2	4	3	1	2	1
262	75	CHEV	IMPA	1L47H5J192803	35047	4	1	5	2	3	3	3	4	4	2	3	12	4	2	2	2	2	2	2	2	2	22122	3	5	1	5	4	1	2	1
265	75	CHEV	CAPR	1N45Y5J200075	27462	1	1	3	2	3	3	3	4	3	3	3	6	1	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	1	2	1
268	75	CHRY	IMPE	YM43T5C102126	20747	4	1	4	2	3	4	3	3	3	3	3	5	1	2	2	2	2	2	2	2	2	22221	3	3	1	5	4	1	2	4
276	75	FORD	PINT	5X11Y131961	24152	1	1	3	2	3	4	4	1	3	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	2	1	3	4	1	2	1
283	75	FORD	TORI	5H31H122574	41037	1	1	5	2	3	4	4	3	3	2	3	4	1	2	1	2	2	2	2	2	2	22221	3	3	1	2	2	1	2	1
288	75	FORD	TORI	5H31H153070	13151	2	1	2	2	2	4	4	2	3	4	3	4	2	2	2	2	2	2	2	2	2	22221	3	4	1	2	2	1	2	1
291	75	FORD	LTD	5P76S146583	27803	1	1	4	2	2	3	3	3	3	3	3	10	4	2	2	2	2	2	2	2	2	22221	3	3	1	4	4	1	2	1
292	75	FORD	LTD	5P63S130103	20625	1	1	4	2	3	4	3	3	3	4	3	4	2	2	2	2	2	2	1	2	2	22221	3	5	3	3	4	1	2	1
301	75	OLDS	CUTL	3J57K5R105677	45610	1	2	2	2	3	4	4	2	3	4	4	2	1	2	2	2	2	2	2	2	2	22221	3	4	1	4	3	1	2	1
302	75	OLDS	CUTL	3H45K5R136583	17511	1	1	3	2	3	4	3	4	2	4	3	3	1	1	2	2	2	2	2	2	2	22221	6	6	4	6	4	1	2	1
303	75	OLDS	STAW	3H45K5R145453	14370	4	1	3	2	4	3	2	4	3	4	2	2	3	2	1	2	2	2	2	2	2	22221	3	4	1	3	3	1	2	3
304	75	OLDS	CUTL	3K57T5R124936	8126	1	1	2	2	2	4	4	4	2	4	3	9	1	2	2	2	2	2	2	2	2	22221	3	5	1	3	3	1	2	1
305	75	OLDS	STAW	3R35T5X112754	26656	1	2	3	2	3	4	4	4	2	4	3	5	2	2	2	2	2	2	2	2	2	22221	3	3	1	1	1	1	2	4
306	75	OLDS	DELT	3R45T5X116656	22858	1	1	4	2	2	4	4	2	4	3	3	4	2	2	2	2	2	2	1	2	2	22221	3	5	1	5	3	1	2	4
307	75	PLYM	DUST	VL29C5B251618	16833	4	1	4	2	2	4	4	2	3	4	3	2	4	2	2	2	2	1	2	2	2	22221	3	3	1	5	3	1	2	2
309	75	PLYM	VALI	VP41G5R106813	17001	2	1	2	2	2	4	3	2	3	4	3	4	1	2	2	2	2	2	2	2	2	22221	3	4	1	5	2	1	2	3
310	75	PLYM	FURY	RH41G5A190353	23122	4	1	4	2	3	4	4	3	3	2	3	5	3	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	1	2	4
316	75	PONT	LEMA	2G37M5P217119	13372	2	1	3	2	3	4	4	3	3	4	2	3	4	2	2	2	2	2	2	2	2	22221	3	3	1	4	4	1	2	3
317	75	PONT	VENT	2Y27H5L105552	18195	1	1	3	2	4	4	4	2	3	4	4	5	2	2	2	2	2	2	2	2	2	22221	3	5	1	2	2	1	2	3
319	75	PONT	CATA	2L69R5X153789	19691	1	1	4	2	3	4	4	3	4	3	3	4	4	2	2	2	2	2	2	2	2	22221	3	5	1	4	4	1	2	3
339	75	TOYO	CORO	RT115001749	12652	1	1	3	2	2	4	4	2	3	4	3	10	1	2	2	2	2	2	2	2	2	22221	3	3	1	5	4	2	1	1
344	75	VOLK	RABB	1753141155	18465	1	1	3	2	3	4	3	3	4	4	3	3	4	2	1	2	2	2	2	2	2	22221	3	3	1	5	4	1	2	3
534	75	AMMO	GREM	A5E465E165204	17969	2	1	3	2	3	4	4	3	3	3	3	2	4	2	2	2	2	2	2	2	2	22221	3	3	1	5	4	1	2	3
535	76	AMMO	HORN	AGA087E225358	6796	2	1	2	2	3	4	4	2	3	3	3	2	2	2	2	2	2	2	2	2	2	22221	6	6	3	6	2	2	1	1
536	75	AMMO	PACE	A5A667A279082	18617	2	1	4	2	3	4	4	2	3	3	3	5	4	2	2	2	1	2	2	2	2	22221	3	4	1	5	3	1	2	1
537	75	AMMO	HORN	A5A087A282224	11450	1	1	3	2	1	4	4	2	3	4	3	2	3	1	2	2	2	2	2	2	2	22221	3	3	1	5	3	1	2	1
538	75	AMMO	HORN	A5A087E179606	21463	2	1	3	2	3	4	4	3	3	4	2	2	2	2	2	2	2	2	1	2	2	22221	3	3	1	5	3	1	2	2
539	75	AMMO	HORN	A5A087A292343	10215	1	1	3	2	3	4	4	1	3	4	4	5	4	2	2	2	2	2	2	2	2	22221	1	3	1	3	3	1	2	1
540	75	AMMO	PACE	A5C667A282859	7820	2	1	2	2	2	4	3	4	2	4	3	2	1	2	1	2	2	2	2	2	2	22221	3	1	1	5	4	1	2	1
541	75	AMMO	MATA	A5A857H198565	10590	1	2	2	2	3	4	4	2	3	4	3	4	4	2	2	2	2	2	2	2	2	22221	3	5	3	4	4	1	2	1
542	75	BUIC	SKYL	4B17F5L101980	12386	1	1	2	2	3	4	3	2	3	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	5	1	5	3	1	2	4
543	75	BUIC	REGA	4J57J5Z109844	13128	1	2	2	2	4	4	4	4	1	4	4	3	1	2	2	2	2	2	2	2	2	22221	3	3	1	4	4	1	2	1
544	75	BUIC	LESA	4P39J5X110095	35586	2	1	5	2	3	3	3	3	4	1	3	9	2	2	2	2	2	2	2	2	2	22221	3	5	1	3	4	1	2	1
545	75	BUIC	LESA	4P39J5X147536	10131	1	1	2	1	3	4	4	3	3	4	3	2	3	1	2	2	2	2	1	2	2	22221	3	3	1	2	3	1	2	4
546	75	BUIC	REGA	4J29J5Z120291	21326	1	1	2	2	2	4	3	2	3	4	3	4	2	2	2	2	2	2	2	2	2	22221	3	1	1	3	2	1	2	3
547	75	BUIC	REGA	4J57J5Z109192	20612	2	1	4	2	3	4	4	1	3	4	3	2	4	2	2	2	2	2	2	2	2	22221	3	2	1	4	4	1	2	4
548	75	BUIC	LESA	4P57J5X119696	12781	1	1	3	2	2	4	3	2	3	4	3	3	1	2	2	2	2	2	2	2	2	22221	3	1	1	5	4	1	2	3
549	75	BUIC	LESA	4P57J5X113620	14327	2	1	2	2	2	4	4	2	3	4	3	2	2	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	1	2	3
550	75	BUIC	LESA	4P39J5X120089	34623	2	1	5	2	3	4	4	1	4	4	3	1	4	1	2	2	2	2	2	2	2	22221	3	4	1	2	1	1	2	4
551	75	BUIC	LESA	4P57T5X116005	13691	2	1	2	2	3	4	4	1	4	4	3	6	1	2	2	1	2	2	2	2	2	22221	3	2	1	4	4	1	2	4
552	75	BUIC	RIVI	4Z87T5H453228	16572	1	1	3	2	3	4	4	3	3	2	3	10	4	2	2	2	2	2	2	2	2	22221	3	3	1	4	2	1	2	1
553	75	BUIC	RIVI	4Z87T5H422684	16093	2	1	4	3	1	3	3	3	3	4	3	3	1	2	2	1	1	2	2	2	1	22222	3	3	1	2	3	1	2	4
554	75	BUIC	STAW	4R45T5X119284	19344	2	1	3	2	3	3	3	1	3	3	3	1	1	1	2	1	2	2	2	2	2	22221	3	4	2	5	4	1	3	1
555	75	CADI	ELDO	6L47S5Q207398	18701	1	1	4	2	2	4	4	4	3	2	3	4	1	2	2	2	2	2	1	2	2	22221	3	3	1	3	4	1	2	1
556	75	CADI	DEVI	6D49S5Q258102	6423	1	1	2	2	2	4	3	4	3	4	3	2	1	2	2	2	2	2	2	2	1	22221	3	1	1	2	4	1	2	1
557	75	CADI	ELDO	6L67S5Q235693	10848	1	1	3	2	2	4	4	2	3	3	3	4	1	2	1	2	2	2	2	2	2	22221	3	3	1	5	3	1	2	1
558	75	CADI	CALA	6C47S5Q183158	25900	1	1	4	2	3	3	3	4	3	3	1	3	1	2	2	2	2	2	2	2	2	22221	3	6	1	5	3	1	2	1
559	75	CADI	ELDO	6L47S5Q223916	36484	4	1	5	2	3	4	2	4	3	4	2	5	1	2	2	2	2	2	2	2	2	22221	3	5	1	2	4	1	2	1
560	75	CADI	DEVI	6D47S5Q140296	15470	4	1	2	2	2	4	4	3	3	4	4	1	1	2	2	2	2	2	1	2	2	22221	3	5	1	5	4	1	2	4
561	75	CADI	CALA	6C47S5Q244536	16359	1	1	3	2	3	4	4	1	4	4	4	6	4	2	2	2	2	2	2	2	2	22221	3	5	1	4	2	1	2	1
562	76	CADI	SEVI	6S69R6Q520710	1097	1	1	1	2	2	4	4	2	3	3	3	6	2	2	2	2	2	2	2	2	2	22221	1	1	1	2	2	1	2	1
563	75	CHEV	MONZ	1R07B5Z153919	12096	1	1	3	2	2	4	4	2	3	4	3	4	2	2	2	2	2	2	2	2	2	22221	3	6	1	3	4	1	2	1
564	75	CHEV	VEGA	1V77B5C127817	8342	1	1	2	2	2	4	4	2	3	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	1	2	1
565	75	CHEV	VEGA	1V15B5U184790	11771	4	1	2	2	2	4	4	2	3	4	3	2	2	2	1	1	2	2	1	2	2	22221	3	5	1	3	4	1	2	4
566	75	CHEV	MONZ	1M27B5C213709	13338	1	1	3	2	2	4	4	4	3	4	2	15	4	2	2	2	1	2	2	2	2	22221	3	5	1	2	2	1	2	4
567	75	CHEV	VEGA	1V77B5U153805	6558	4	1	2	2	2	4	4	4	3	4	3	1	2	2	1	1	1	2	2	2	2	22221	2	2	1	3	3	1	2	4
568	75	CHEV	VEGA	1V77B5C120847	6173	4	1	1	2	3	4	3	4	2	4	4	4	1	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	1	2	4
569	75	CHEV	VEGA	1V77B2U200805	3372	4	1	1	2	1	4	4	4	1	4	4	3	2	2	2	2	2	2	2	2	1	22221	3	4	2	4	1	1	2	4
570	75	CHEV	MONZ	1R07B5Z157247	8543	4	1	2	2	2	4	3	1	3	4	4	3	1	1	1	1	1	1	1	1	1	22221	3	3	2	5	3	1	2	4
571	75	CHEV	VEGA	1V77B5U215490	10703	4	1	3	2	3	4	4	2	3	4	3	6	4	2	2	2	2	2	2	2	2	22221	3	5	1	4	4	1	2	3
572	75	CHEV	MONZ	1R07G5Z108620	38855	1	1	5	2	3	3	3	3	3	2	3	10	4	2	2	1	1	2	2	2	2	21222	3	5	2	5	4	1	2	1
573	75	CHEV	NOVA	1X69D5L145653	6857	1	1	2	2	3	4	4	3	3	4	4	1	1	2	2	1	2	2	2	2	1	22221	3	1	1	2	3	1	2	4
574	75	CHEV	CAMA	1Q87L5N536771	17350	1	1	3	2	1	4	4	3	3	4	3	5	4	2	2	2	1	2	2	2	2	22221	3	3	1	5	3	1	2	4
575	75	CHEV	NOVA	1X69D5L153940	22760	1	1	3	2	2	3	3	1	4	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	1	2	1
576	75	CHEV	NOVA	1X27G5L142910	16140	1	1	3	2	3	3	3	2	3	4	3	4	3	2	2	2	2	2	2	2	2	22221	4	5	1	2	2	1	3	1
577	75	CHEV	NOVA	1X27G5K117095	7612	1	1	3	2	3	4	4	1	3	4	4	2	1	2	2	2	2	2	2	2	2	22221	5	5	1	3	3	1	2	1
578	75	CHEV	MONZ	1M27G5C204191	9550	1	1	2	2	2	4	4	2	3	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	5	1	4	4	1	2	1
579	75	CHEV	MONZ	1R07C5Z100934	15272	1	1	2	2	2	4	3	2	3	4	3	6	2	2	2	2	2	2	2	2	2	22221	3	4	3	4	4	1	2	3
580	75	CHEV	NOVA	1X17H5K101751	12352	4	1	2	2	3	4	4	3	3	3	3	4	4	2	1	2	2	2	2	2	2	22221	3	5	1	3	3	1	2	4

APPENDIX B CONT'D

LISTING OF PHASE II TEST VEHICLE USE AND MAINTENANCE DATA

DENVER

VEH	YR	MAKE	MODL	VIN	ODOM	P	N	Y	MD	C	S	E	W	G	B	V	TD	WT	U	H	ST	R	M	A	SB	DS	D	LO	LT	MAR	NW	PP	UL	L	H2
581	75	CHEV	NOVA	1X69H5L125638	9024	4	1	2	2	2	4	4	4	2	4	3	2	1	2	2	2	1	2	2	1	2	22221	1	2	1	3	3	1	2	4
582	75	CHEV	NOVA	1X17H5L103588	22831	2	1	3	2	2	4	4	2	3	4	3	5	4	2	2	2	2	2	2	2	2	22221	4	5	3	3	4	1	3	3
583	75	CHEV	NOVA	1X69H5L158229	10970	4	1	3	2	2	4	4	2	3	4	3	4	1	2	2	1	2	2	2	2	2	22221	4	5	3	5	3	1	2	1
584	75	CHEV	CAMA	1Q87L5N627421	14074	1	1	3	2	3	4	4	2	3	4	3	6	1	2	1	2	1	2	2	2	2	22221	3	5	1	5	3	1	2	1
585	75	CHEV	NOVA	1X17L5L134325	27685	1	1	5	2	3	4	4	3	4	3	4	5	4	2	1	2	1	2	2	2	2	22221	3	3	1	4	3	1	2	4
586	75	CHEV	NOVA	1X69D5L145246	10841	1	1	2	2	2	4	4	4	2	4	3	4	1	2	2	2	2	2	2	2	2	22221	3	3	1	5	4	1	2	1
587	75	CHEV	MALI	1D29H5Z401972	8197	1	1	2	2	3	3	3	3	3	4	3	2	2	2	2	2	2	2	2	2	2	22221	3	4	1	4	4	1	2	1
588	75	CHEV	MONT	1H57H5R491613	19662	4	1	3	2	3	3	3	1	4	3	4	15	4	2	2	1	2	2	2	2	2	22221	3	5	1	2	4	1	2	4
589	75	CHEV	MALI	1D37H5R505045	5953	4	1	1	2	2	4	4	2	3	4	3	4	2	2	2	2	2	2	2	2	2	22221	3	5	1	2	2	1	2	1
590	75	CHEV	MALI	1G35H5Z430940	14642	1	1	2	2	2	4	4	4	2	4	3	4	2	2	1	2	1	2	1	1	2	12222	4	5	2	4	4	1	2	4
591	75	CHEV	MONT	1H57H5Z417950	11721	4	1	1	2	2	4	4	1	3	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	5	1	5	3	1	2	4
592	75	CHEV	MONT	1H57H5Z407346	13512	2	1	2	2	2	4	4	2	3	4	3	4	3	2	2	2	2	2	2	2	2	22221	3	4	1	5	3	1	2	3
593	75	CHEV	MALI	1D37H5Z430400	15862	4	1	2	2	3	4	3	2	3	4	3	2	1	2	2	2	2	2	2	2	2	21222	3	4	1	3	2	1	2	1
594	75	CHEV	MONT	1H57H5K408611	11415	2	2	3	2	3	4	4	4	3	4	2	1	1	2	2	2	2	2	2	2	2	22221	3	5	1	2	2	1	2	4
595	75	CHEV	MALI	1C29H5R447949	35554	2	1	5	2	3	4	4	3	4	2	4	8	4	2	2	2	2	2	2	2	2	22221	3	4	1	2	2	1	2	1
596	75	CHEV	STAW	1D35H5R492447	21799	2	1	4	2	3	4	4	2	4	3	4	8	4	2	2	2	2	2	2	2	2	22221	3	5	1	2	2	1	2	1
597	75	CHEV	STAW	1N35Y5J191405	46113	1	1	5	2	3	4	4	3	3	3	3	20	2	2	2	2	2	2	2	2	2	22221	3	3	1	5	4	1	2	1
598	75	CHEV	NOVA	1Y69H5K115402	26345	4	1	5	2	1	4	4	3	4	2	3	12	1	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	1	2	1
599	75	CHEV	MONT	1H57H5Z404949	33338	4	1	6	2	3	4	3	4	4	4	1	2	4	1	2	1	2	2	2	2	2	22221	3	3	1	3	4	1	2	4
600	75	CHEV	MALI	1D37H5Z407944	22268	4	1	3	2	3	3	3	4	3	4	3	10	4	1	1	2	1	2	2	2	2	22221	3	6	1	2	2	1	4	4
601	75	CHEV	STAW	1C35H5Z451421	17508	1	1	2	2	3	4	3	4	2	4	3	2	2	1	2	2	2	2	1	1	2	22221	3	6	1	3	3	1	2	3
602	76	CHEV	CAMA	1S87L6N555251	9666	1	1	3	2	3	4	4	4	1	4	4	10	4	2	2	2	2	2	2	2	2	22221	3	1	1	4	4	1	2	4
603	76	CHEV	MALI	1D37Q6Z452294	3359	1	1	2	2	3	4	4	3	4	4	2	2	3	2	2	2	2	2	2	2	2	22221	1	1	1	2	2	1	2	1
604	75	CHEV	STAW	1L35U5J124704	53357	1	1	5	2	4	3	1	4	4	1	4	6	2	2	1	2	2	2	2	2	2	22221	3	4	1	5	3	1	2	1
605	75	CHEV	IMPA	1L35U5J125411	13319	1	1	2	2	2	4	4	4	4	1	4	4	1	2	2	2	1	2	2	2	2	22221	3	3	1	2	2	1	2	4
606	75	CHEV	STAW	1L45U5S148026	19096	1	1	4	2	3	4	4	3	3	3	3	20	4	2	1	2	2	2	2	2	2	22221	3	3	1	3	4	1	2	1
607	75	CHEV	IMPA	1L69U5S138433	19999	1	1	4	2	3	4	4	3	4	3	3	5	4	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	1	2	3
608	75	CHEV	CAPR	1N45Y5J180373	24228	3	1	3	3	2	4	4	3	4	2	3	15	1	2	2	2	1	2	1	2	2	22222	3	3	1	2	2	1	2	4
609	75	CHRY	CORD	SS22K4R165983	17681	2	1	3	2	2	4	4	4	3	1	4	10	4	2	2	2	2	2	2	2	2	22221	3	4	1	2	2	1	6	1
610	75	CHRY	CORD	SS22K5R110216	22035	4	1	3	2	2	4	4	2	3	4	3	4	1	2	1	2	1	2	2	2	2	22221	6	5	1	4	4	1	2	4
611	75	CHRY	NEWP	CL23M5C124150	36886	4	1	5	2	3	3	3	4	3	2	3	6	4	2	1	2	2	2	2	2	1	22221	3	3	1	5	3	1	2	4
612	75	CHRY	CORD	SS22K5R154643	29284	1	2	5	2	3	3	3	3	4	1	3	10	4	2	1	2	2	2	2	2	2	22221	3	3	1	3	3	1	2	1
613	75	CHRY	NEWP	CM41M5C101244	9895	4	1	2	2	2	4	3	4	2	4	3	4	1	2	2	2	2	2	2	2	2	22221	3	3	1	4	4	1	2	3
614	75	CHRY	NEWY	CS23T5C124789	16136	1	1	3	2	3	4	3	1	3	4	3	6	2	2	1	2	2	2	2	2	2	22221	3	3	1	5	3	1	2	3
615	75	CHRY	NEWY	CS43T5C164575	7870	2	1	2	2	3	4	4	4	3	4	3	6	1	2	2	2	1	2	1	2	2	22221	3	3	1	5	4	1	2	1
616	75	DODG	DART	LL29C5G151572	22623	2	2	4	2	2	4	3	3	3	4	2	6	3	2	2	1	2	2	2	2	1	22221	3	1	3	2	2	1	2	5
617	76	DODG	DART	LL29C6G141564	2589	1	1	3	2	3	3	2	3	3	3	3	4	1	2	2	2	1	1	2	2	2	22221	1	1	3	2	2	1	2	1
618	75	DODG	DART	LP23G5G112326	14052	2	1	2	2	2	4	4	1	3	4	4	2	4	2	2	2	2	2	2	2	2	22221	6	6	1	3	4	1	2	3
619	75	DODG	DART	LP41G5F169939	17066	1	2	2	2	2	4	4	4	2	4	3	4	3	2	2	2	2	2	2	1	2	22221	6	6	3	3	3	1	2	1
620	75	DODG	CHAR	XS22G5R103020	10001	4	1	2	2	1	4	4	3	3	4	3	4	1	2	2	2	2	2	2	2	2	22221	3	3	1	4	3	1	2	4
621	75	DODG	CHAR	XS22K5R150787	19782	4	1	2	2	2	4	4	3	3	4	3	1	1	2	2	2	2	2	2	2	2	22221	3	4	1	4	4	1	2	1
622	75	DODG	CHAR	XS22N5R133046	23476	2	2	3	2	3	4	4	2	3	4	3	3	3	2	2	2	2	2	2	2	2	22221	3	3	1	1	1	1	2	1
623	75	DODG	MONA	DH23M5D137185	16648	4	1	2	2	2	4	4	3	3	4	3	3	2	2	2	2	1	2	2	2	2	22221	3	3	1	5	3	1	2	4
624	75	FORD	PINT	5X12Y221097	10151	3	1	1	2	3	3	3	4	2	4	3	6	2	2	2	1	2	2	2	2	2	22221	2	2	1	2	2	1	2	3
625	75	FORD	PINT	5X12Y190024	21115	1	1	4	2	2	4	4	2	3	3	3	2	1	1	2	2	2	2	2	1	2	22221	3	6	1	2	2	1	2	2
626	75	FORD	PINT	5X11Y160132	11229	1	1	2	2	2	4	4	2	3	4	4	4	1	2	2	2	2	2	2	1	2	22221	3	3	1	3	4	1	2	4
627	75	FORD	MUST	5R02Q136250	9889	1	1	2	2	2	4	3	3	2	4	3	1	1	2	2	2	2	2	2	2	1	22221	3	3	1	3	4	1	2	1
628	75	FORD	MUST	5F04Y138895	32942	1	1	5	2	3	3	3	2	3	3	3	4	4	2	2	2	2	2	2	2	2	22221	3	6	1	3	3	1	2	1
629	75	FORD	PINT	5T12Y120854	7450	1	1	1	2	2	4	4	4	1	4	3	4	2	2	2	2	1	2	2	2	2	22221	5	5	1	2	4	1	2	1
630	75	FORD	PINT	5X12Y199839	3300	1	1	1	2	2	4	4	4	3	4	3	4	1	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	1	2	3
631	75	FORD	PINT	5X12Y212104	10286	1	1	3	2	3	4	4	1	3	4	4	2	3	2	2	2	1	2	2	2	2	22221	1	3	1	2	2	1	2	4
632	75	FORD	PINT	5X11Y234602	6379	1	1	2	2	3	4	4	2	3	3	4	4	4	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	1	2	1
633	75	FORD	PINT	5X12Y154940	13746	1	1	3	2	2	4	4	2	3	4	3	2	2	2	2	2	2	2	2	1	2	22221	3	3	1	3	2	1	2	4
634	75	FORD	PINT	5X11Y131127	19804	1	1	3	2	3	3	3	3	3	4	3	4	4	2	2	2	2	2	2	2	2	12222	3	3	1	5	3	1	3	2
635	75	FORD	PINT	5R122134779	10284	1	1	2	2	2	4	4	4	3	3	3	2	3	2	1	2	1	2	2	2	2	22221	3	2	1	4	4	1	2	3
636	75	FORD	STAW	5T12Z120865	17996	1	1	2	2	2	3	3	3	2	3	3	1	2	2	2	2	1	2	2	1	2	22221	3	4	1	4	3	1	2	4
637	75	FORD	PINT	5T12Z135069	23718	1	1	3	2	2	3	3	4	3	2	3	4	4	2	1	1	2	2	2	2	2	22221	3	3	1	2	2	1	2	1
638	75	FORD	STAW	5X12Z147095	51246	1	1	5	2	4	4	2	1	4	4	4	3	4	2	2	2	2	2	2	2	2	22221	3	3	1	4	4	1	2	3
639	75	FORD	MUST	5F04Z222534	14932	1	1	3	2	3	4	3	4	2	4	3	4	4	2	2	2	2	2	1	2	2	22221	3	4	1	2	2	1	2	1
640	75	FORD	GRAN	5W82Y233036	19821	1	1	4	2	2	4	3	3	3	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	3	1	4	4	1	2	4
641	76	FORD	MUST	6F03F257937	321	1	1	3	2	3	3	3	2	4	4	3	3	4	2	2	2	1	1	2	2	2	22221	1	1	1	2	2	1	2	1
642	75	FORD	MAVE	5K92L136453	16198	1	1	2	2	4	4	4	3	3	4	3	2	2	2	2	2	2	2	2	2	2	22221	3	4	1	5	4	1	2	1
643	75	FORD	GRAN	5W81L185495	15438	1	2	2	2	1	4	4	1	3	4	3	3	1	2	1	2	1	2	1	1	1	22221	3	3	1	1	1	1	2	3
644	75	FORD	MAVE	5X91L102121	4005	1	1	1	2	3	4	4	4	1	4	4	2	1	2	2	2	2	2	2	2	2	22221	3	3	1	4	3	1	2	1
645	75	FORD	GRAN	5W82F140263	28804	1	1	4	2	2	4	4	1	3	3	3	2	1	2	1	2	2	2	2	2	2	22221	3	5	1	2	2	1	2	1
646	75	FORD	GRAN	5W83H153437	8225	1	1	2	2	3	4	4	2	3	4	3	2	4	2	2	2	2	2	2	2	2	22221	3	5	1	4	4	1	2	1
647	75	FORD	GRAN	5W84F167839	19541	1	1	3	2	3	4	4	2	4	4	3	4	4	2	1	2	1	2	1	2	2	22221	3	4	1	5	4	1	2	1
648	75	FORD	ELIT	5G21H149391	16250	1	1	3	2	2	3	3	2	3	4	3	6	3	2	2	2	2	2	2	2	2	22221	3	3	1	5	3	1	2	3
649	75	FORD	GRAN	5W81F195285	9914	2	1	2	2	2	4	4	3	3	3	3	2	1	2	2	2	2	2	2	2	2	22221	3	4	1	2	2	1	2	1
650	75	FORD	GRAN	5W82F122411	11666	1	1	2	2	2	4	4	4	2	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	5	1	5	3	1	2	3
651	75	FORD	GRAN	5W82F176172	16950	1	1	3	2	2	4	4	2	3	4	3	3	1	2	1	1	2	2	2	1	1	22221	3	5	1	5	3	1	2	3
652	75	FORD	TORI	5H42H111739	31601	1	1	4	2	2	4	4	3	3	2	3	15	4	2	2	2	2	2	2	2	2	22221	3	3	1	4	4	1	2	1
653	75	FORD	STAW	5H42H114225	16588	2	1	3	2	2	3	3	3	3	3	3	7	1	2	2	2	2	2	2	2	2	22221	3	4	1	5	4	1	2	1
654	75	FORD	ELIT	5G21S166217	36565	3	1	5	2	3	4	4	3	3	2	3	10	1	2	2	2	1	2	2	2	2	22221	3	5	1	2	4	1	2	1
655	75	FORD	LTD	5G65A104099	20987	2	2	3	2	3	4	4	4	2	4	3	2	3	2	1	1	2	1	1	1	1	22221	3	3	1	5	4	1	2	1
656	75	FORD	GRAN	5W83H159574	19867	2	1	3	2	3	4	4	2	3	4	3	2	4	2	2	2	1	2	2	2	1	22221	3	6	1	4	3	1	2	1
657	76	FORD	RANC	6A47H160611	2440	1	1	3	2	3	3	3	4	3	4	3	2	2	2	2	1	2	2	2	2	2	22221	1	1	1	2	2	1	2	1
658	75	FORD	TORI	5H31H110591	30895	1	2	5	2	3	4	4	4	3	4	3	8	2	2	2	2	2	2	2	2	2	22221	3	6	1	1	1	1	2	1
659	75	FORD	GRAN	5W83H195291	11569	1	1	3	2	3	4	4	4	3	4	3	1	2	2	2	2	2	2	2	2	1	22221	3	5	1	5	3	1	2	1
660	75	FORD	TORI	5H31H134805	48361	1	1	5	2	3	3	3	4	3	2	3	20	4	2	2	2	1	2	2	2	2	22221	3	4	1	4	3	1	2	3

APPENDIX B CONT'D

LISTING OF PHASE II TEST VEHICLE USE AND MAINTENANCE DATA

DENVER

VEH	YR	MAKE	MODL	VIN	ODOM	P	N	Y	MD	C	S	E	W	G	B	V	TD	WT	U	H	ST	R	M	A	SB	DS	D	LO	LT	MAR	NW	PP	UL	L	H2
661	75	FORD	LTD	5J76S140858	12287	1	1	2	2	2	3	3	4	2	4	3	8	4	2	1	1	1	2	2	2	2	22221	3	5	1	5	3	1	2	3
662	75	FORD	LTD	5J63S141785	19741	1	1	4	2	3	4	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2	22221	3	5	3	3	4	1	2	1
663	75	FORD	THND	5J87A125013	23622	1	2	6	2	2	4	4	3	3	2	3	10	4	1	2	2	2	2	2	2	2	21222	3	3	1	4	4	1	2	1
664	75	FORD	THND	5J87A124664	25619	2	1	5	2	3	4	4	4	3	2	3	6	1	2	2	2	2	2	2	2	2	22221	3	3	1	3	3	1	2	1
665	76	LINC	CONT	6Y81A803018	7745	2	1	4	2	3	4	4	3	4	3	4	6	4	2	1	2	1	2	1	2	1	22221	3	1	1	5	3	1	2	1
666	75	LINC	MRK4	5Y89A829358	13495	1	1	2	2	2	4	4	3	3	4	3	4	1	2	1	2	2	2	2	2	2	22212	3	5	1	4	3	1	2	4
667	75	MERC	MONA	5W35T526193	17546	3	1	3	2	2	4	4	4	2	4	3	5	4	2	2	2	1	2	2	2	2	22221	3	5	1	4	4	1	2	4
668	76	MERC	MONA	6W35L509885	9823	1	2	3	2	3	3	3	2	3	3	3	8	3	2	2	2	1	2	2	2	2	22221	3	6	1	3	3	1	2	1
669	75	MERC	MONA	5W37F510916	8497	1	1	1	2	2	4	4	4	2	4	3	2	2	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	1	2	1
670	75	MERC	COUG	5A93H508994	17830	1	1	3	2	3	4	4	2	3	4	3	5	3	2	2	2	2	2	2	2	2	22221	3	4	1	4	4	1	2	1
671	75	MERC	MONG	5H03H515718	1748	1	1	1	2	1	4	4	1	2	4	3	2	3	2	2	2	2	1	2	1	2	22221	1	1	1	3	3	1	2	1
672	75	MERC	MONG	5H04H527215	32347	2	1	5	2	3	4	2	4	3	2	3	6	1	2	2	2	1	2	1	1	2	22221	3	5	1	5	3	1	2	4
673	76	MERC	MONA	6W38H505191	5626	1	1	3	2	3	3	3	4	3	4	3	1	3	2	2	2	2	2	2	2	2	22221	3	3	1	4	3	1	2	1
674	75	OLDS	OMEG	3C17F5L103548	9275	1	1	2	2	3	4	4	3	4	1	4	5	3	2	2	2	1	2	1	2	2	22221	3	5	1	4	4	1	2	3
675	75	OLDS	OMEG	3C17F5L102327	21909	4	1	4	2	3	3	3	4	3	4	1	2	1	3	2	2	2	2	1	2	2	22221	4	5	2	5	4	1	2	2
676	75	OLDS	CUTL	3K57F5R103044	9076	1	1	2	2	2	4	4	3	4	3	4	4	1	2	2	2	2	2	1	2	2	22221	3	4	1	3	3	1	2	1
677	75	OLDS	CUTL	3J57F5R103599	10369	1	1	2	2	2	4	4	1	4	4	4	4	2	2	2	2	2	2	2	2	2	22221	3	3	1	5	4	1	2	1
678	75	OLDS	CUTL	3G37F5R103023	22399	1	1	4	2	4	4	4	2	3	4	3	2	4	2	2	2	2	2	2	2	2	22221	3	5	1	3	4	1	2	2
679	75	OLDS	CUTL	3G37F5R120663	9749	1	1	1	2	3	4	4	2	3	4	4	2	4	2	2	2	2	2	2	2	2	22221	4	5	1	2	2	1	2	1
680	75	OLDS	CUTL	3G37F5R102039	14505	1	1	3	2	2	4	4	2	3	4	3	4	2	2	2	2	2	2	2	2	2	22221	3	5	1	4	4	1	2	1
681	75	OLDS	CUTL	3H35K5R114643	10710	1	1	2	2	2	4	4	4	2	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	1	2	1
682	75	OLDS	CUTL	3G37K5R104590	18708	1	1	2	2	2	4	4	4	2	4	3	4	2	2	2	2	2	2	2	2	2	22221	3	3	1	4	4	1	2	3
683	75	OLDS	DELT	3N39K5M230047	19194	1	1	3	2	3	3	3	3	4	1	4	12	4	2	2	2	2	2	2	2	2	22221	3	4	1	4	4	1	2	1
684	75	OLDS	DELT	3N39K5X118482	17391	1	1	3	2	2	4	4	3	3	3	3	4	2	2	2	2	2	2	2	2	2	22221	3	5	1	3	4	1	2	1
685	75	OLDS	CUTL	3J57K5R139844	16980	1	2	2	2	1	4	4	2	3	4	3	4	1	2	2	2	2	2	2	2	2	22221	3	2	1	1	1	1	2	3
686	76	OLDS	STAW	3G37R6R132474	13086	1	2	3	2	4	4	3	3	4	4	3	2	4	2	2	2	2	2	2	2	2	22221	3	2	1	3	4	1	2	1
687	75	OLDS	CUTL	3J57T5M259547	17478	1	2	6	2	3	3	1	3	4	1	4	20	4	2	1	2	1	2	2	2	2	22221	3	3	1	2	2	1	2	3
688	75	OLDS	DELT	3L39T5X100337	15455	1	1	2	2	2	4	4	2	3	4	4	4	1	2	2	2	2	2	2	2	2	22221	3	5	1	2	2	1	2	1
689	75	PLYM	DUST	VL29C5B103476	12127	2	1	2	2	2	4	4	2	3	3	3	2	1	2	2	2	2	2	2	2	2	22221	4	5	1	5	4	1	2	1
690	75	PLYM	VALI	VP41C5R106808	16918	2	1	3	2	3	3	3	4	3	4	3	2	1	2	2	1	2	2	2	2	2	22221	3	3	3	5	3	1	2	1
691	75	PLYM	DUST	VL29C5B132772	6873	2	1	1	2	3	3	3	3	3	3	3	5	1	2	2	1	2	2	2	2	2	22221	3	5	1	2	2	1	2	4
692	75	PLYM	DUST	VH29G5G107424	19941	1	1	4	2	3	4	4	3	3	3	4	3	3	2	2	2	2	2	2	2	2	22221	3	3	2	5	4	1	2	2
693	75	PLYM	FURY	RH23G5G110377	26135	1	1	3	2	3	4	4	4	3	4	2	2	2	2	2	2	2	1	2	2	2	22221	3	4	1	4	3	1	2	4
694	75	PLYM	FURY	PH43K5D153640	23079	4	2	4	2	3	4	3	1	4	4	4	5	4	2	2	1	1	1	2	2	2	22221	3	4	1	2	2	1	2	3
695	76	PLYM	STAW	RL46M6A124816	22957	1	1	5	2	3	3	3	4	4	2	3	6	4	2	2	1	2	2	2	2	2	22221	3	3	1	5	4	1	3	1
696	75	PONT	FIRE	2S87D5N569342	16695	4	1	3	2	1	4	4	1	4	4	4	2	2	2	2	2	2	2	2	2	1	12222	3	3	1	4	3	1	2	3
697	75	PONT	VENT	2Y69F5L108371	18945	1	1	3	2	3	3	3	4	3	4	3	2	2	2	2	1	1	1	1	2	2	22221	3	3	1	3	4	1	2	1
698	75	PONT	FIRE	2T87M5N523943	8877	4	1	1	2	2	4	4	1	4	4	4	4	2	2	2	2	2	2	2	2	2	22221	3	3	1	5	3	1	2	1
699	75	PONT	LEMA	2G29M5P142436	25481	2	1	3	2	3	4	3	4	3	3	3	2	3	1	2	1	2	2	1	2	2	22221	3	5	2	5	3	1	2	2
700	75	PONT	CATA	2L69R5X136941	21031	4	1	3	2	3	4	4	4	2	4	3	4	3	2	2	2	2	2	2	2	2	22221	6	4	3	2	2	1	2	1
701	76	PONT	FIRE	2U87Z6N522971	9160	3	1	3	2	3	4	4	1	3	4	4	2	2	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	1	2	2
702	75	PONT	STAW	2G35R5G108002	20200	1	1	3	2	2	4	4	4	3	4	3	2	3	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	1	2	3
703	75	PONT	GRNV	2R49S5X103335	15660	1	2	3	2	4	4	3	3	2	4	3	1	1	2	2	2	2	1	2	2	2	22221	3	2	3	3	4	1	2	1
704	75	AUDI	100L	8151051620	9000	1	1	2	2	3	4	4	2	3	3	4	2	1	2	2	2	1	1	1	2	2	22221	3	3	1	4	3	2	1	1
705	75	DATS	B210	HLB21009735	20713	2	1	4	2	2	4	4	3	3	3	3	5	4	2	2	2	2	2	2	2	2	22221	3	5	1	2	2	2	1	1
706	75	DATS	B210	HLB210523387	18099	1	1	3	2	3	4	4	2	3	4	3	4	2	2	2	2	2	2	2	2	2	22221	3	3	1	4	4	2	1	1
707	75	MG	MIDG	GAN6UF1552746	11000	1	1	3	2	3	4	4	2	3	4	3	1	1	2	2	1	2	2	2	2	2	21222	1	2	1	3	4	2	1	1
708	75	OPEL	1900	OL11N55089868	5122	1	1	2	2	3	4	4	3	3	3	3	4	4	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	1	2	1
709	75	OPEL	STAW	OL15N55072000	10118	2	1	2	2	2	4	4	2	3	4	3	3	4	2	2	2	2	2	2	2	2	22221	3	3	1	3	3	1	2	1
710	75	TOYO	STAW	TE38008653	15500	1	1	3	2	3	4	3	4	3	4	2	4	1	2	1	2	2	2	2	2	2	22221	3	2	2	3	4	2	1	1
711	75	TOYO	CORO	TE38004591	13748	1	1	2	2	3	4	4	2	3	4	3	4	2	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	2	1	1
712	75	TOYO	CORO	RT119003055	16975	1	1	3	2	2	4	4	4	2	4	3	2	1	2	2	2	2	2	2	1	2	22221	3	3	1	4	3	2	1	1
713	75	TOYO	CORO	RT115001082	15379	2	1	3	2	3	3	3	3	3	3	3	6	3	2	2	2	2	2	1	1	2	22221	3	3	1	4	3	2	1	1
714	75	VOLK	SEDA	1152036710	25263	4	1	3	2	3	4	2	3	3	2	3	5	1	2	2	2	2	1	2	2	2	22221	3	4	1	3	3	2	1	1
715	75	VOLK	SEDA	1352166301	23052	4	2	4	2	3	3	2	3	4	3	3	3	4	2	2	2	2	2	2	2	2	22221	3	3	1	1	1	2	1	1
716	75	VOLK	SEDA	1152248217	15844	4	1	3	2	3	4	3	4	3	3	3	3	1	2	2	2	2	2	2	2	2	22221	3	3	1	4	4	2	1	1
717	75	VOLK	TRAN	2252034776	11848	4	2	2	2	3	4	4	3	3	4	3	4	2	2	1	2	2	2	2	2	2	22221	3	6	1	1	1	2	1	1
718	75	VOLK	RABB	1753176751	17820	1	1	3	2	3	3	3	2	3	4	3	2	1	2	2	2	2	2	1	2	2	22221	3	3	1	5	3	1	2	1
719	75	VOLK	RABB	1753168983	20154	1	1	3	2	3	4	4	2	3	3	3	4	4	2	2	2	2	1	2	2	2	22221	3	3	1	3	4	1	2	1
720	75	VOLV	242G	VC24215B10335	15188	1	2	3	2	2	4	4	3	3	3	4	6	4	2	2	2	2	2	1	2	2	22221	6	4	1	4	4	2	1	1
346	74	BUIC	REGA	4J57U4Z102898	17319	1	1	2	2	2	4	3	4	3	3	3	2	1	2	1	2	1	2	2	2	2	22221	3	3	1	2	2	2	1	1
347	74	CADI	DEVI	6D47R4Q243090	21762	1	1	3	2	3	4	4	4	3	4	3	2	2	2	2	2	2	2	2	2	2	22221	1	5	1	3	4	2	1	1
348	74	CHEV	MALI	1D37H42461422	16412	1	1	2	2	2	3	3	2	3	4	3	4	1	2	2	2	2	2	2	2	2	22221	3	3	1	4	3	2	1	1
350	74	CHEV	IMPA	1L69H4C152487	20520	1	1	2	2	3	4	4	2	3	4	3	4	2	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	2	1	1
351	74	CHEV	IMPA	1L39R4C103546	52000	1	2	5	2	3	4	4	3	3	4	3	2	4	2	2	2	2	2	2	2	2	22222	6	6	3	1	1	2	1	1
352	74	CHRY	NEWP	CL41M4C200572	4761	4	1	1	2	4	4	1	4	3	4	1	1	1	2	2	2	2	2	2	2	2	22221	3	3	2	5	3	1	2	1
354	74	FORD	ELIT	4G21H194639	31232	2	1	4	2	3	4	4	3	3	2	4	5	1	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	2	1	1
355	74	FORD	LTD	4J74S105136	64256	1	1	5	2	3	4	4	3	3	2	3	10	4	2	2	2	2	2	2	2	2	22221	3	3	3	6	4	2	1	1
357	74	MERC	COUG	4A93S519301	14866	1	1	1	2	1	4	3	4	2	4	4	2	1	2	2	2	2	2	2	2	2	22221	3	4	3	2	2	2	1	1
358	74	OLDS	CUTL	3J57K4M331578	9741	1	1	1	2	2	4	3	4	2	4	3	1	1	2	2	2	2	2	2	2	2	22221	3	1	1	3	4	2	1	1
721	74	AMMO	GREM	A4E465E439488	19343	4	1	2	2	3	4	4	2	3	4	3	3	3	1	2	2	2	2	2	2	2	22221	3	3	1	5	3	2	1	1
722	74	AMMO	GREM	A4A465A394874	36825	1	1	4	2	3	3	3	4	4	3	2	4	1	2	2	2	2	2	2	2	2	22221	3	3	3	3	2	2	1	1
723	74	AMMO	MATA	A4A157H413933	29988	1	2	3	2	3	4	4	4	3	2	3	6	3	2	2	2	2	2	2	2	2	22221	3	5	1	3	4	2	1	1
724	74	BUIC	APOL	4B69H4K118506	14484	4	2	2	2	3	4	4	2	4	3	3	4	2	2	2	2	2	2	2	2	2	22221	6	3	3	1	1	2	1	1
725	74	BUIC	LASA	4P69J4X141574	10066	1	1	1	2	2	3	3	4	2	4	3	6	2	2	2	2	2	2	2	2	2	22221	3	3	1	5	3	2	1	1
726	74	BUIC	ELEC	4X39U4H408355	22340	1	1	2	2	1	4	4	3	2	4	3	3	2	2	2	2	2	2	2	2	2	22221	2	2	1	2	1	2	1	1
727	74	CADI	DEVI	6D47R4Q233368	21509	1	1	3	2	1	4	3	1	3	4	3	3	1	2	2	2	2	2	2	2	2	22221	3	2	1	4	3	2	1	1
728	74	CHEV	VEGA	1V77A4U114456	41201	3	2	2	2	3	3	4	3	3	3	3	4	2	2	2	2	2	2	2	1	1	22221	3	3	1	2	2	2	1	1
729	74	CHEV	VEGA	1V77A4U107896	21769	1	1	3	2	2	4	3	4	4	4	2	3	1	2	2	2	2	2	2	2	2	22221	3	3	1	6	4	2	1	1
730	74	CHEV	NOVA	1Y27H4L172930	20950	1	1	2	2	2	4	3	4	2	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	2	1	1

APPENDIX B CONT'D

LISTING OF PHASE II TEST VEHICLE USE AND MAINTENANCE DATA

DENVER

VEH	YR	MAKE	MODL	VIN	ODOM	P	N	Y	MD	C	S	E	W	G	B	V	TD	WT	U	H	ST	R	M	A	SB	DS	D	LO	LT	MAR	NW	PP	UL	L	H2
731	74	CHEV	NOVA	1X27H4L176301	18117	3	1	2	2	2	4	4	3	3	3	3	10	2	2	1	1	1	2	2	1	2	22221	3	3	1	4	3	2	1	1
732	74	CHEV	NOVA	1X27K4L107718	40394	4	2	3	2	1	4	4	4	4	4	1	6	1	2	2	2	1	2	2	2	2	22221	2	2	1	1	1	2	1	1
733	74	CHEV	MONT	1H57H4K422607	40961	1	1	3	2	3	4	4	3	3	4	2	4	2	2	2	2	2	2	2	2	2	22221	3	6	1	2	2	2	1	1
734	74	CHEV	MALI	1C35H4Z445991	25210	1	1	3	2	2	3	3	4	2	4	3	2	2	2	2	2	2	2	2	2	2	22221	3	3	1	5	4	2	1	1
735	74	CHEV	NOVA	1X27H4L199419	10484	1	1	2	2	2	4	4	4	3	2	3	2	1	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	2	1	1
736	74	CHEV	NOVA	1Y17K4K119282	24300	1	1	3	2	3	3	2	2	3	3	3	4	1	2	1	2	2	2	2	2	2	22221	3	5	1	2	2	2	1	1
737	74	CHEV	IMPA	1L39R4C104546	30334	1	1	3	2	2	4	4	4	2	4	3	10	2	2	2	2	2	2	2	2	1	22221	3	3	1	3	4	2	1	1
738	74	DODG	CHAL	JH23G4B122909	37176	1	1	3	2	3	4	3	1	3	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	5	1	4	4	2	1	1
739	74	DODG	CHAR	WH23G4A273143	32210	1	1	4	2	1	3	3	3	4	1	3	10	4	2	2	2	2	2	2	2	2	22221	2	1	1	4	2	2	1	5
740	74	DODG	DART	LH41C4R185252	19869	1	2	3	2	2	3	3	3	3	3	3	5	4	2	2	2	2	2	2	2	2	22221	3	4	1	3	4	2	1	1
741	74	FORD	PINT	4X10X288073	20995	3	1	4	2	3	3	2	2	3	4	3	4	3	2	2	2	2	1	2	2	2	22221	3	2	2	2	2	2	1	1
742	74	FORD	PINT	4X11X174540	11042	1	1	1	2	3	4	4	4	1	4	3	3	1	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	2	1	1
743	74	FORD	PINT	4X12Y189503	27650	2	2	3	2	2	4	3	2	3	4	3	3	1	2	2	2	2	2	2	2	2	22221	3	3	3	1	1	2	1	1
744	74	FORD	PINT	4X12Y227104	27506	2	1	3	2	3	2	3	3	3	2	3	2	4	1	2	2	2	2	2	2	2	22221	3	3	1	5	4	2	1	1
745	74	FORD	MUST	4F02Z308366	16321	1	1	2	2	1	4	4	2	4	4	2	4	1	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	2	1	1
746	74	FORD	MAVE	4K91L179087	8183	1	1	1	2	2	3	3	4	2	4	2	2	1	2	2	2	2	2	2	2	2	22221	5	3	1	4	3	2	1	1
747	74	FORD	MUST	4F03Z338087	39369	1	1	5	2	3	4	4	3	4	1	3	10	4	2	2	2	2	2	2	2	2	22221	3	2	1	2	2	2	1	1
748	74	FORD	MAVE	4K92F102820	25297	3	1	2	2	3	4	4	4	3	4	3	1	1	2	2	2	2	2	2	2	2	22221	3	3	1	4	3	2	1	1
749	74	FORD	TORI	4G21S193736	29564	1	2	3	2	2	4	4	4	2	4	3	10	1	2	2	2	2	2	2	2	2	22221	3	5	3	3	4	2	1	1
750	74	FORD	TORI	4G21H241208	11780	1	1	2	2	2	4	4	3	2	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	4	1	2	2	2	1	1
751	74	FORD	TORI	4B38H145845	44050	1	1	5	2	3	3	3	3	3	2	3	6	4	2	2	2	2	2	2	2	2	22221	3	3	1	5	4	2	1	1
752	74	FORD	LTD	4E64H147297	44900	1	1	4	2	1	4	4	3	4	3	3	20	2	2	2	2	2	2	2	2	2	22221	3	4	1	5	4	2	1	1
753	74	FORD	STAW	4U76S565125	25805	3	1	3	2	2	4	4	3	3	3	3	5	1	2	2	2	1	2	2	1	2	22221	3	5	1	5	4	2	1	1
754	74	MERC	COME	4K31T508093	34478	1	2	2	2	2	4	4	4	1	4	4	3	2	2	2	2	2	2	2	2	2	22221	3	4	1	1	1	2	1	3
755	74	MERC	COUG	4A93H534771	7559	1	1	1	2	3	4	3	4	3	4	3	1	1	2	2	2	2	2	2	2	2	22221	3	6	1	3	4	2	1	1
756	74	OLDS	CUTL	3J57KAM300693	40570	1	2	3	2	3	4	4	3	3	4	3	5	2	2	2	2	2	2	2	2	2	22221	3	3	1	1	1	2	1	1
757	74	OLDS	CUTL	3J57K4M363151	13849	2	1	2	2	3	3	3	2	3	3	3	6	1	2	2	2	2	2	2	2	2	22221	3	3	1	2	4	2	1	1
758	74	OLDS	CUTL	3J57K4M296252	9168	3	1	1	2	2	4	4	2	3	4	3	2	1	2	2	2	1	2	2	2	2	22221	3	5	3	2	2	2	1	1
759	74	PLYM	DUST	VL29B4B372966	18312	1	1	2	2	2	4	4	2	3	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	2	1	5	4	2	1	1
760	74	PLYM	DUST	VL29C4G101175	34991	3	1	3	2	2	4	4	2	4	4	4	4	2	2	2	2	2	2	2	2	2	22221	3	6	1	3	4	2	1	1
761	74	PLYM	DUST	VL29G4B294462	18635	4	1	3	2	2	4	4	2	2	3	3	6	3	2	2	2	2	2	2	2	2	22221	3	2	2	2	2	2	1	1
762	74	PLYM	FRY3	PH43K4D136259	21391	2	1	2	2	3	3	4	2	3	4	3	2	2	2	2	2	1	2	2	2	2	22221	3	3	1	3	3	2	1	1
763	74	PLYM	FURY	PH43N4D165037	4089	1	1	1	2	3	3	3	3	2	3	3	2	1	2	2	2	2	2	1	2	2	22221	3	1	1	4	3	2	1	1
764	74	PONT	FIRE	2T87M4N132031	25662	1	2	3	2	2	4	4	4	3	4	3	4	1	2	1	1	1	2	2	2	2	22221	3	3	1	2	2	2	1	1
765	74	PONT	LEMA	2F37M4Z101448	31177	2	1	3	2	2	4	4	4	3	4	3	2	2	2	2	2	2	2	2	2	2	22221	3	4	3	4	3	2	1	1
766	74	PONT	CATA	2L69R4C102583	34872	1	1	2	2	2	4	4	3	2	4	4	2	1	2	2	2	2	2	2	2	1	22221	3	3	1	3	4	2	1	1
767	74	PONT	LEMA	2G37P4A138113	16995	1	1	2	2	3	4	4	1	3	4	3	4	1	2	2	2	2	2	2	2	2	22221	4	4	2	3	3	2	1	1
768	74	AUDI	100L	8041079273	31877	1	1	4	2	3	4	4	2	3	4	3	6	2	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	2	1	1
769	74	CAPR	SPOR	GAECNK64163	20364	1	1	2	2	2	4	4	3	3	4	3	8	4	2	2	2	2	2	2	2	2	22122	3	3	1	3	4	2	1	1
770	74	COLT	SEDA	6L21K45311705	16893	4	1	3	2	2	4	4	1	1	3	3	5	2	2	2	2	2	2	2	2	2	22221	3	3	1	4	3	2	1	1
771	74	DATS	SEDA	HLB210038686	24857	1	1	3	2	2	4	3	2	3	4	3	6	1	2	2	2	2	1	2	2	2	22221	2	4	3	5	2	2	1	1
772	74	DATS	710	KJHL710012113	27466	1	1	3	2	2	3	3	2	3	4	3	4	1	2	2	2	2	2	2	2	2	22221	3	3	1	3	2	2	1	1
773	74	FIAT	128	128A1817743	19124	1	1	4	2	2	4	4	2	3	4	3	4	2	2	1	2	2	2	2	2	2	22221	3	3	1	2	2	2	1	1
774	74	FIAT	128	128A1773503	23612	4	1	3	2	2	4	4	1	3	4	3	4	2	2	2	2	1	2	2	2	2	22221	3	4	1	5	4	2	1	1
775	74	MERB	280	1140601211167	23743	1	1	3	2	3	4	3	1	4	4	4	3	3	2	2	2	2	2	2	2	2	22221	3	3	1	5	4	2	1	1
776	74	TOYO	CORO	RT104002783	23119	3	1	2	2	3	4	4	1	3	4	4	6	1	2	2	2	2	2	2	1	2	22221	3	3	3	2	4	2	1	1
777	74	TOYO	CORO	TE27109441	20420	4	1	3	2	1	4	4	1	3	4	3	5	4	2	1	2	2	2	2	2	1	22221	3	3	1	2	2	2	1	1
778	74	VOLK	SEDA	1342733692	23803	1	1	3	2	1	4	4	1	3	4	3	3	4	2	2	2	2	2	2	2	2	22221	3	4	1	2	2	2	1	1
779	74	VOLK	412	4242030979	28004	1	1	3	2	3	4	4	3	3	3	4	5	4	2	1	1	1	1	1	1	2	22221	3	3	3	5	3	2	1	3
780	74	VOLV	142	1426343417948	43203	2	2	4	2	3	3	2	3	3	4	3	4	4	2	2	2	2	2	2	2	2	21222	3	3	3	1	1	2	1	1
366	73	BUIC	CENT	4D37H3Z107996	26192	1	1	2	2	2	4	4	2	3	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	2	1	1
368	73	BUIC	ELEC	4V39U3H544875	38333	1	1	3	2	2	4	3	4	2	3	3	5	1	2	2	2	2	2	2	2	2	22221	3	3	1	4	4	2	1	1
371	73	CHEV	MALI	1D37H37483534	30515	1	2	3	2	3	3	3	4	3	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	4	3	2	2	2	1	1
375	73	DODG	CHAR	WH23G3G213040	59704	2	1	4	2	3	3	3	3	3	3	3	4	4	2	2	2	2	2	2	2	2	22221	3	3	1	5	3	2	1	1
377	73	FORD	PINT	3X12X250765	40833	2	1	3	2	2	3	3	2	3	3	3	4	2	2	1	2	2	2	2	2	1	22221	3	3	1	3	4	2	1	1
379	73	FORD	LTD	3P74S130410	41000	1	2	3	2	1	4	4	4	1	4	2	4	1	2	2	2	2	2	2	2	2	22221	3	3	1	1	1	2	1	3
380	73	FORD	THND	3J87A205589	30994	2	1	3	2	1	4	4	2	3	4	4	2	1	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	2	1	1
382	73	OLDS	CUTL	3J57K3M143562	49971	1	2	3	2	2	4	4	2	3	4	3	5	1	2	1	1	2	2	2	2	2	22221	6	5	3	1	1	2	1	1
383	73	OLDS	98	3T39T3M401990	59178	1	1	4	2	3	4	4	3	3	3	3	6	4	2	1	2	2	2	2	2	2	22221	3	4	1	3	4	2	1	1
387	73	CAPR	2000	GAECNB92849	38015	1	1	3	2	2	3	3	3	3	3	2	3	1	2	2	2	2	2	2	1	2	22221	3	3	1	5	4	2	1	1
781	73	AMMO	HORN	A3A037E007164	38911	1	2	2	2	3	4	4	2	3	3	3	4	1	2	2	2	2	2	2	2	1	11222	3	3	1	3	3	2	1	1
782	73	AMMO	HORN	A3A087H406795	16198	2	1	2	2	2	4	3	2	3	4	3	4	2	2	2	2	2	2	2	2	2	22221	3	3	1	4	4	2	1	1
783	73	AMMO	MATA	A3A157A310307	20883	1	1	2	2	2	3	3	4	2	4	3	2	1	2	1	2	2	2	2	2	2	22221	3	5	1	5	4	2	1	1
784	73	BUIC	CENT	4H57J3Z102237	11444	1	1	1	2	3	4	4	4	3	4	4	3	1	2	2	2	2	2	2	2	2	22221	3	6	1	5	4	2	1	1
785	73	BUIC	CENT	4P67J3X135330	57385	1	1	5	2	3	3	2	2	3	3	4	3	4	2	2	2	2	2	2	2	2	22221	3	4	2	5	4	2	1	1
786	73	BUIC	LESA	4L69J3C102902	30480	1	1	2	2	2	3	3	4	2	4	2	2	2	1	2	2	2	2	2	2	2	22221	3	3	1	3	4	2	1	1
787	73	BUIC	LESA	4L69T3C127850	24943	1	1	2	2	2	4	4	4	3	4	2	2	1	2	2	2	2	2	2	2	2	22221	3	5	1	2	2	2	1	1
788	73	CADI	DEVI	6D49R30130034	31909	3	2	2	2	2	4	4	4	2	4	3	4	2	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	2	1	1
789	73	CADI	DEVI	6D47R3Q108891	56444	1	2	2	2	2	4	4	3	2	4	2	2	1	2	2	1	2	2	2	2	2	22221	3	3	1	1	1	2	1	1
790	73	CHEV	VEGA	1V15B3U470982	27807	4	2	4	2	2	4	3	3	3	4	2	3	1	2	2	2	1	2	2	2	1	22221	3	4	1	1	4	2	1	1
791	73	CHEV	VEGA	1V77B3U486507	32590	3	1	3	2	2	4	4	1	3	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	2	1	1
792	73	CHEV	VEGA	1V15B3U435581	46224	1	1	3	2	3	4	4	2	3	4	3	4	4	2	2	2	2	2	2	2	2	22221	3	3	1	4	4	2	1	1
793	73	CHEV	NOVA	1X69D3L163588	13408	1	1	1	2	3	4	4	4	3	4	4	2	1	2	1	2	2	2	2	2	2	22221	3	6	3	3	4	2	1	1
794	73	CHEV	NOVA	1X27F3L156942	47222	1	1	3	2	2	4	4	2	3	4	3	4	1	2	2	2	2	2	2	2	2	22221	3	3	1	5	3	2	1	1
795	73	CHEV	NOVA	1X27F3L143027	31531	3	1	2	2	2	4	4	2	3	4	3	3	4	2	1	1	1	2	2	2	2	22221	4	3	2	5	3	2	1	1
796	73	CHEV	NOVA	1Y69H3L178484	48400	1	1	4	2	3	3	3	4	2	4	2	2	2	1	2	2	2	2	2	2	2	22221	3	4	1	2	2	2	1	1
797	73	CHEV	CAPR	1M39R3C174371	54260	1	1	4	1	3	3	3	3	3	3	3	2	1	2	2	2	2	2	2	2	1	22221	4	6	3	2	2	2	1	1
798	73	CHEV	CHEL	1C29H3K427455	55821	1	1	3	2	3	4	4	3	4	3	3	4	2	2	1	2	2	2	1	2	2	22221	3	4	3	5	3	2	1	1
799	73	CHEV	NOVA	1X17F3L118579	48455	1	2	3	2	4	4	4	1	4	4	4	2	4	2	2	1	1	2	2	2	2	22221	3	3	1	1	1	2	1	1
800	73	CHEV	MALI	1D29H3R447586	12403	1	2	1	2	2	4	4	4	2	4	4	2	1	2	2	2	2	2	2	2	2	22221	3	4	1	1	1	2	1	1

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LISTING OF PHASE II TEST VEHICLE USE AND MAINTENANCE DATA

DENVER

VEH	YR	MAKE	MODL	VIN	ODOM	P	N	Y	MD	C	S	E	W	G	B	V	TD	WT	U	H	ST	R	M	A	SB	DS	D	LO	LT	MAR	NW	PP	UL	L	H2
801	73	CHEV	LAGU	1E35K3K448819	30888	1	2	3	2	3	4	4	4	3	4	3	4	3	2	2	2	2	2	2	2	2	22221	2	3	1	3	4	2	1	1
802	73	CHEV	IMPA	1L39H3S107753	82127	1	1	5	2	3	4	3	4	3	2	3	20	4	2	2	2	1	2	1	2	1	21222	3	3	1	2	2	2	1	1
803	73	CHEV	IMPA	1L57H3C191370	28498	1	2	2	2	3	4	4	4	3	4	2	2	1	2	2	2	2	2	2	2	2	22221	3	3	1	1	1	2	1	1
804	73	CHEV	IMPA	1L47K3C104922	25846	1	1	3	2	3	3	3	4	2	4	2	5	1	2	2	1	1	2	1	2	2	22212	3	4	1	6	4	2	1	1
805	73	CHEV	MONT	1H57K3Z432757	34027	1	2	2	2	3	3	3	1	3	4	3	2	4	2	2	2	2	2	2	2	2	22221	1	1	2	1	1	2	1	1
806	73	CHEV	IMPA	1L45R3T178980	51650	1	1	3	2	2	3	4	3	2	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	4	1	4	4	2	1	1
807	73	CHEV	IMPA	1L57H3C219064	66000	1	2	3	2	2	4	4	2	3	4	3	3	4	2	2	1	2	2	2	2	2	22221	3	3	1	1	1	2	1	1
808	73	CHEV	STAW	1L45X3C160494	45540	3	1	3	2	3	3	3	3	4	3	3	5	1	2	2	2	2	2	2	2	2	22221	3	4	1	5	4	2	1	1
809	73	CHRY	NEWP	CL41M3C255936	61914	2	1	4	2	2	4	4	2	4	3	3	4	2	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	2	1	1
810	73	CHRY	NEWY	CS41T3C172061	27492	3	1	2	2	2	4	4	4	3	4	3	4	1	2	2	2	2	2	2	2	2	22221	3	4	1	3	4	2	1	1
811	73	DODG	DART	LL41C3R362347	24067	4	1	2	2	2	4	3	4	2	4	3	2	1	2	1	2	2	2	2	2	2	22221	3	2	1	5	4	2	1	1
812	73	DODG	DART	LL29G3B138184	34308	2	1	2	2	1	4	4	1	3	4	3	4	4	2	2	2	2	2	1	2	2	22221	3	4	1	2	2	2	1	1
813	73	DODG	CHAR	WP29P3A240724	36900	4	1	3	2	3	3	3	2	3	4	3	2	3	2	2	1	2	2	1	2	2	22221	3	4	1	5	3	2	1	1
814	73	DODG	DART	LH23G3B453580	22108	2	2	2	2	2	4	4	2	3	4	4	6	1	2	2	2	2	2	2	2	2	22221	3	5	3	1	1	2	1	1
815	73	FORD	PINT	3X11X220143	25978	1	1	2	2	2	4	4	3	3	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	3	1	5	3	2	1	1
816	73	FORD	PINT	3X12X143918	39517	1	2	1	2	3	4	3	4	1	4	4	3	1	2	2	2	2	1	1	1	2	22221	3	3	1	1	1	2	1	1
817	73	FORD	STAW	3R12X197861	29957	1	1	2	2	3	3	3	2	3	3	4	6	4	1	2	2	2	2	2	2	2	22222	4	4	4	2	2	2	1	1
818	73	FORD	PINT	3X10X200039	23806	1	2	3	2	2	4	4	2	3	4	4	3	4	2	2	2	2	1	2	2	2	22221	3	3	3	1	1	2	1	1
819	73	FORD	MAVE	3K91T208759	12645	1	1	1	2	3	4	4	4	4	4	2	1	1	2	2	2	2	2	2	1	2	22212	2	4	1	2	2	2	1	1
820	73	FORD	MAVE	3K92L222218	39240	2	1	3	2	3	4	4	1	3	4	3	4	2	2	2	2	2	2	2	2	1	22221	1	3	2	6	4	2	1	1
821	73	FORD	MAVE	3K92F208760	25107	2	2	2	2	1	4	3	3	2	4	3	1	1	2	2	2	2	2	2	2	2	22221	6	5	1	1	1	2	1	1
822	73	FORD	MAVE	3K91L150748	30594	3	1	2	2	4	4	3	4	2	4	3	3	2	2	2	2	2	2	2	2	2	22221	3	5	2	2	2	2	1	1
823	73	FORD	MUST	3F04F140742	50742	4	1	3	2	3	4	3	2	3	4	3	2	3	2	2	2	1	2	1	2	2	22221	3	3	1	5	4	2	1	1
824	73	FORD	MAVE	3K91F205943	41503	2	2	3	2	3	4	4	4	3	4	3	4	1	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	2	1	1
825	73	FORD	MAVE	3K92L132188	34474	1	1	3	2	2	4	4	2	3	4	3	3	1	2	1	1	1	2	1	1	2	22221	3	3	3	3	4	2	1	1
826	73	FORD	LTD	3J76N191666	29961	2	2	2	2	3	3	3	4	3	4	3	4	4	3	2	2	2	2	2	2	2	22221	3	3	1	2	4	2	1	1
827	73	FORD	LTD	3P68S102416	23632	1	1	2	2	1	4	3	4	3	4	2	2	1	2	2	1	2	2	2	2	2	22221	3	5	1	3	4	2	1	1
828	73	FORD	TORI	3H31H115341	26523	2	1	1	2	3	3	3	4	2	4	3	1	1	2	2	2	2	2	2	2	2	22221	3	5	1	4	4	2	1	1
829	73	FORD	GALA	3J54S181094	23500	1	2	2	2	1	4	4	1	3	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	3	1	1	1	2	1	1
830	73	LINC	CONT	3Y82A807790	36419	1	1	3	2	3	3	3	2	3	4	3	4	1	2	2	1	2	2	1	2	1	22221	3	3	1	5	3	2	1	1
831	73	MERC	COME	3K31L551139	48122	2	1	3	2	2	4	4	4	3	3	2	1	2	2	2	2	2	2	1	2	2	22221	3	4	1	2	2	2	1	1
832	73	MERC	MONG	3H11H525187	36289	1	2	2	2	1	4	4	2	3	4	3	5	3	2	2	2	2	2	2	2	2	22221	3	4	1	1	1	2	1	1
833	73	MERC	MONT	3Z44S507959	23943	1	1	2	2	2	4	3	2	3	4	3	4	1	2	2	2	2	2	2	2	2	22221	4	5	3	4	3	2	1	1
834	73	OLDS	CUTL	3J57K3R203438	20320	1	1	2	2	3	4	4	2	3	4	3	2	4	2	1	2	2	2	2	2	2	22221	3	3	1	4	4	2	1	1
835	73	OLDS	CUTL	3J57K3M394404	36396	2	2	3	2	2	4	4	2	3	3	3	2	1	2	2	2	2	2	2	2	2	22221	3	4	1	2	2	2	1	1
836	73	OLDS	CUTL	3J57K3R100449	43328	1	1	3	2	2	4	4	2	3	4	3	6	3	2	1	2	2	2	2	2	2	22221	3	3	3	3	4	2	1	1
837	73	OLDS	CUTL	3J29K3R166051	19808	3	1	2	2	3	4	4	4	3	3	2	1	1	2	2	2	2	2	2	2	2	22221	3	5	1	3	4	2	1	1
838	73	PLYM	DUST	VL29C3B459761	36064	1	1	3	2	3	4	4	2	3	4	3	6	4	2	2	2	2	2	2	2	2	22221	4	3	3	4	4	2	1	1
839	73	PLYM	DUST	VL29C3B446915	35598	2	1	2	2	1	3	3	2	3	4	4	6	1	2	2	2	2	2	2	2	2	22221	3	4	1	2	2	2	1	1
840	73	PLYM	DUST	VL29G3B134721	50951	4	2	3	2	1	4	4	3	3	4	3	2	1	2	2	2	1	2	2	2	2	22222	3	6	4	1	1	2	1	1
841	73	PLYM	SATA	RH23G3G223916	45600	1	2	3	2	2	4	4	2	4	4	4	3	1	2	2	2	2	2	2	2	2	22221	3	3	3	4	4	2	1	1
842	73	PLYM	SATE	RH41G3A270872	7000	2	2	1	2	3	4	4	4	3	4	3	6	1	2	2	2	2	2	2	2	2	22221	3	6	1	4	4	2	1	1
843	73	PLYM	FRY3	PH43K3D323266	20334	2	1	2	2	2	4	4	4	3	4	3	6	1	2	1	2	2	2	2	2	2	22221	3	5	1	2	2	2	1	1
844	73	PONT	VENT	2Y27M3L122938	57853	2	1	4	2	3	3	3	4	3	4	3	3	3	2	2	2	1	1	1	1	2	22221	3	5	1	3	4	2	1	1
845	73	PONT	LEMA	2F37M3Z119394	50252	3	2	3	2	2	3	3	2	3	4	3	2	2	2	2	2	2	2	2	2	2	22221	3	3	1	1	1	2	1	1
846	73	PONT	LEMA	2D29M3Z117645	29586	4	1	2	2	3	4	4	4	3	4	3	2	2	2	2	2	2	2	2	2	2	22221	3	3	1	5	4	2	1	1
847	73	PONT	CATA	2L69R3C120580	28506	1	1	2	2	2	4	4	4	1	4	4	2	2	2	2	2	2	2	2	2	2	22221	3	6	1	2	2	2	1	1
848	73	PONT	CATA	2L69R3C103955	27600	1	1	2	2	2	4	4	4	3	4	3	4	1	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	2	1	3
849	73	PONT	STAW	2L35S3C122535	42535	2	1	3	2	3	3	3	4	3	4	3	4	2	2	2	2	2	2	2	2	2	22221	3	5	2	3	4	2	1	1
850	73	DATS	B610	PL610831756	29300	4	1	3	2	3	4	4	4	3	4	3	4	2	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	2	1	1
851	73	DATS	240Z	HLS30170343	37597	2	1	3	2	3	4	4	4	4	4	1	0	1	2	2	2	2	2	2	2	2	22221	3	3	1	5	3	2	1	1
852	73	HOND	CIVI	SBA1010839	20633	4	1	2	2	3	4	4	3	1	4	4	3	1	2	2	2	2	2	2	2	2	22221	4	3	1	3	3	2	1	1
853	73	MAZD	RX2	S122A151877	15948	1	1	2	2	2	4	4	3	3	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	3	1	3	3	2	1	1
854	73	MAZD	RX2	S122A194632	31880	1	1	3	2	3	3	3	2	3	4	3	4	4	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	2	1	1
855	73	MG	CONV	GHN5UD312391G	50501	3	2	4	2	3	3	3	2	3	3	3	6	3	2	2	2	2	2	2	2	2	12222	3	3	1	1	1	2	1	1
856	73	PORS	914	4732907443	25775	3	2	3	2	3	4	4	2	3	4	3	3	4	2	2	2	2	2	2	2	2	22221	5	4	1	2	2	2	1	1
857	73	TOYO	STAW	TE28527568	31306	4	1	3	2	3	4	4	3	3	4	4	6	1	2	2	2	2	2	2	2	2	22221	3	5	1	3	3	2	1	1
858	73	TOYO	CORO	KE21061499	10406	1	1	1	2	2	4	4	3	2	4	4	1	3	2	2	2	2	2	2	2	2	22221	5	5	1	2	2	2	1	1
859	73	TOYO	STAW	RT89024931	26211	1	1	2	2	3	4	4	3	3	4	3	4	2	2	2	2	2	1	1	2	2	22221	3	3	4	2	2	2	1	1
860	73	SUBA	STAW	E62L705719	46090	4	1	4	2	3	4	4	4	3	2	3	6	4	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	2	1	1
861	73	VOLK	SEDA	1132744040	32305	1	2	2	2	1	3	3	3	4	1	4	10	4	2	2	1	1	2	2	1	2	22221	5	2	2	2	2	2	1	1
862	73	VOLK	SEDA	1132724386	19169	1	1	2	2	3	4	4	2	3	4	4	5	1	2	2	2	2	2	2	2	2	22221	3	4	3	3	4	2	1	1
863	73	VOLK	SEDA	1332483467	61996	3	1	5	2	2	4	4	2	3	4	3	2	4	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	2	1	1
864	73	VOLV	142S	1423343303236	50580	4	2	3	2	3	4	3	3	3	2	3	3	1	2	1	2	2	2	2	2	2	22221	3	3	1	1	1	2	1	1
390	72	BUIC	SKYL	4D37H2H110847	26716	1	1	2	2	1	4	4	4	2	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	5	3	4	3	2	1	1
395	72	CHEV	CHEL	ID39H2B688789	30000	1	1	2	2	3	3	3	3	2	4	3	8	3	2	2	2	2	2	2	2	2	22221	3	5	1	2	2	2	1	1
396	72	CHEV	KING	1M45H2S245141	62236	2	2	3	2	2	3	3	4	1	4	2	8	3	2	2	2	2	2	2	2	2	22221	1	3	1	2	2	2	1	1
398	72	CHRY	NEWP	CM41M2C233584	21407	2	1	1	2	1	4	4	3	3	4	2	1	1	2	2	2	2	2	2	2	2	22221	1	5	1	4	4	2	1	1
400	72	DODG	DART	LH23G2B270455	50216	2	1	3	2	3	4	4	2	3	4	3	4	1	2	2	2	2	2	2	2	2	22221	3	3	2	2	2	2	1	1
401	72	FORD	PINT	2T12X243417	53074	4	2	5	2	1	4	4	4	3	1	3	20	3	2	2	2	1	2	1	2	2	22221	3	3	1	1	1	2	1	1
402	72	FORD	MAVE	2K92F187832	17705	1	1	2	2	2	4	4	4	1	4	3	3	1	3	2	2	2	2	2	1	1	22221	6	5	1	4	3	2	1	5
403	72	FORD	GALA	2J58H105734	62678	1	2	3	2	2	4	3	2	3	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	5	3	1	1	2	1	1
404	72	FORD	LTD	2U61N108479	74198	4	2	4	2	3	4	4	3	3	4	3	10	4	2	2	1	2	2	2	2	2	22221	3	4	1	1	1	2	1	1
405	72	LINC	CONT	2Y82A836268	79336	1	1	4	2	2	4	4	3	4	2	4	10	1	2	2	2	1	2	2	2	2	22212	3	4	1	2	2	2	1	1
406	72	MERC	MONT	2H03H561736	63882	1	1	4	2	4	3	4	2	3	3	3	4	1	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	2	1	1
409	72	OLDS	MNTY	3V39T2M429716	60035	1	1	4	2	2	4	4	4	2	3	3	2	1	2	1	1	1	1	1	1	1	22221	3	4	1	2	2	2	1	2
410	72	PLYM	VALI	VH23G2R328543	20677	2	1	2	2	1	4	4	3	2	4	3	4	1	2	2	2	2	2	2	2	2	22221	4	2	1	5	3	2	1	5
411	72	PONT	GRNV	2P49W2C300301	29352	1	1	2	2	2	4	4	4	2	4	2	1	1	2	2	2	2	2	2	2	2	22221	3	4	1	5	3	2	1	1
865	72	AMMO	GREM	A2F465E155124	62734	3	2	3	2	1	4	4	3	3	4	2	2	1	2	2	2	1	2	2	2	2	22221	3	3	1	1	1	2	1	1
866	72	AMMO	HORN	A2A067E701325	60975	1	1	3	2	2	4	4	1	2	4	4	2	3	2	1	2	2	2	2	1	1	22221	4	3	1	2	4	2	1	1

APPENDIX B CONT'D

LISTING OF PHASE II TEST VEHICLE USE AND MAINTENANCE DATA

DENVER

VEH	YR	MAKE	MODL	VIN	ODOM	P	N	Y	MD	C	S	E	W	G	B	V	TD	WT	U	H	ST	R	M	A	SB	DS	D	LO	LT	MAR	NW	PP	UL	L	H2
867	72	BUIC	SKYL	4D69H2H128578	17819	1	1	1	2	2	4	4	4	2	4	4	1	1	2	2	2	2	2	2	2	2	22221	3	5	1	2	2	2	1	1
868	72	BUIC	LASA	4N69J2C115823	34000	1	1	2	2	2	4	4	4	2	3	1	2	1	2	2	2	2	2	2	2	2	21222	2	2	1	2	2	2	1	1
869	72	BUIC	LASA	4N39J2C100675	24016	1	1	2	2	3	4	4	4	1	4	3	1	1	2	2	2	2	2	2	2	2	22221	3	3	1	3	2	2	1	1
870	72	BUIC	LASA	4L39T2X192768	30747	1	1	2	2	3	4	3	2	3	4	3	5	1	2	2	2	2	2	2	2	2	22221	3	4	1	5	3	2	1	1
871	72	CADI	DEVI	6D49R20115083	50694	1	2	4	2	3	3	3	2	3	4	3	5	4	2	2	2	2	2	2	2	2	22221	3	3	1	1	1	2	1	1
872	72	CADI	DEVI	6D47R20257278	49157	1	1	3	2	3	4	3	4	2	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	4	1	4	4	2	1	1
873	72	CHEV	VEGA	1V15B2U474761	36476	1	2	2	2	2	4	4	2	2	4	3	2	1	2	2	2	2	2	2	2	2	22222	3	3	3	1	1	2	1	1
874	72	CHEV	VEGA	1V11B2U288372	47670	2	2	3	2	2	4	3	2	3	4	3	4	4	2	2	2	2	2	2	2	2	22221	3	4	1	1	1	2	1	1
875	72	CHEV	VEGA	1V77B2U435097	31351	1	1	2	2	2	3	3	2	3	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	4	1	3	4	2	1	1
876	72	CHEV	VEGA	1V77B2U431500	41155	1	1	3	2	3	3	3	1	3	4	4	4	4	2	2	2	2	2	2	2	1	21122	3	3	1	4	3	2	1	1
877	72	CHEV	NOVA	1X69F2W136701	27287	2	2	2	2	1	4	4	3	2	4	3	1	1	2	2	2	2	2	2	2	2	22221	3	4	1	1	1	2	1	1
878	72	CHEV	NOVA	1X27D2L152889	49169	1	1	3	2	3	4	4	2	3	3	3	4	4	2	2	2	1	2	2	2	2	22221	3	6	1	2	2	2	1	1
879	72	CHEV	CAMA	1Q87F2N101089	54171	1	1	3	2	2	4	4	2	3	4	3	3	1	2	2	1	2	2	2	2	2	22221	3	3	1	5	4	2	1	1
880	72	CHEV	NOVA	1X69H2L161175	37246	1	1	2	2	2	4	4	2	3	4	3	3	4	2	2	2	2	2	2	1	2	22221	3	3	1	4	3	2	1	1
881	72	CHEV	NOVA	1X27H2L172261	24692	1	1	2	2	3	4	4	2	3	4	4	2	1	2	2	2	2	2	2	2	2	22221	4	5	3	5	3	2	1	1
882	72	CHEV	MALI	1D69F2R604237	18599	1	1	2	2	2	4	3	4	3	4	2	4	2	2	2	2	2	2	2	2	2	22221	3	3	1	4	3	2	1	1
883	72	CHEV	MALI	1D37F2K530574	35288	4	1	2	2	2	4	3	3	2	3	3	4	1	2	2	2	2	2	2	2	2	22221	3	4	1	2	2	2	1	1
884	72	CHEV	MALI	1D37F2L502448	45327	1	1	3	2	2	4	3	4	2	4	3	1	1	2	1	2	2	2	2	2	2	22221	3	4	1	3	4	2	1	1
885	72	CHEV	CHEL	1X69H2L161175	46292	2	1	2	2	2	4	3	2	3	4	3	3	1	2	2	2	2	2	2	2	2	22221	3	4	1	3	2	2	1	1
886	72	CHEV	MONT	1H57J2K538970	27735	2	2	2	2	2	4	4	3	2	3	2	1	1	2	2	2	2	2	2	2	2	22221	3	3	1	1	1	2	1	1
887	72	CHEV	NOVA	1X27H2L130404	39266	2	1	2	2	2	4	4	2	3	4	3	4	2	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	2	1	1
888	72	CHEV	IMPA	1M67R2S126903	101800	1	2	5	2	2	4	4	3	4	2	4	15	1	2	2	2	1	2	2	2	2	22221	3	3	1	1	1	2	1	1
889	72	CHEV	MONT	1H57H2L578150	26155	4	1	2	2	3	4	3	4	3	2	4	8	4	2	2	2	2	2	2	2	2	22221	3	3	1	5	3	2	1	1
890	72	CHEV	NOVA	1X27K2L146595	37088	3	1	2	2	1	4	4	4	4	1	4	4	3	2	2	2	2	2	1	2	2	22221	3	3	1	3	3	2	1	1
891	72	CHEV	MONT	1H57U2K523319	60729	4	2	4	2	1	4	4	1	3	4	3	2	4	2	2	2	2	2	2	2	2	22221	3	3	1	1	1	2	1	1
892	72	CHEV	IMPA	1M47S2C168995	47703	1	1	3	2	2	4	4	4	3	3	3	5	4	2	2	2	2	2	2	2	2	22221	3	3	1	4	3	2	1	1
893	72	CHEV	CHEL	1M45V2C208706	50150	1	1	3	2	2	4	4	1	3	4	3	6	4	2	2	2	2	2	2	2	2	22221	3	4	1	2	2	2	1	1
894	72	CHRY	NEWP	CM41M2C172718	54236	2	1	3	2	3	4	4	4	3	4	3	3	1	2	2	2	2	2	2	2	2	22221	1	3	1	4	3	2	1	1
895	72	DODG	DART	LH41C2R149934	68731	2	1	3	2	3	4	4	2	3	4	3	4	4	2	2	2	2	2	2	2	2	22221	3	3	3	5	3	2	1	1
896	72	DODG	DART	LH41C2R354009	28500	1	2	1	2	2	4	3	4	2	4	3	3	1	2	2	2	2	2	2	2	2	22221	3	3	1	1	1	2	1	1
897	72	DODG	DART	LH23G2B347982	26326	4	2	2	2	2	4	4	2	4	3	4	4	1	2	2	2	2	2	2	2	2	22221	3	4	1	2	2	2	1	1
898	72	DODG	POLA	DM43K2F192246	71462	4	2	3	2	3	4	4	3	4	3	3	9	2	2	2	2	2	2	2	2	2	22221	3	4	1	1	1	2	1	1
899	72	FORD	PINT	2X10X202633	29534	2	1	2	2	3	4	4	1	4	3	3	4	4	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	2	1	1
900	72	FORD	PINT	2R11W119198	7823	3	1	1	2	2	4	4	4	3	4	3	2	2	2	2	2	2	2	2	2	1	22221	4	5	2	3	4	2	1	1
901	72	FORD	PINT	2R10W124187	73884	4	1	3	2	3	4	4	3	3	4	2	6	3	2	1	2	2	2	1	2	2	22221	3	4	2	2	2	2	1	1
902	72	FORD	MAVE	2K92T217367	35140	3	1	2	2	2	4	4	2	3	4	3	2	1	2	2	2	2	2	2	2	1	22221	3	5	1	3	2	2	1	1
903	72	FORD	MUST	2F04Q121527	16841	3	1	1	2	2	4	4	2	3	4	4	4	1	2	1	2	1	2	2	2	2	22221	4	4	1	2	2	2	1	1
904	72	FORD	MAVE	2K91F116354	47746	3	1	3	2	2	4	4	3	2	4	3	3	1	2	2	2	2	2	2	2	2	22221	3	3	2	2	2	2	1	1
905	72	FORD	MAVE	2K92F140393	17624	1	1	1	2	2	4	4	4	3	4	3	1	2	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	2	1	1
906	72	FORD	MAVE	2K92L142629	44542	4	1	3	2	3	4	4	2	3	4	4	6	1	2	2	2	2	1	2	2	2	21222	3	3	1	5	4	2	1	1
907	72	FORD	GALA	2G54S164951	52927	3	1	3	2	3	3	2	4	3	3	2	2	1	2	2	1	1	2	2	2	2	22221	2	3	1	4	4	2	1	1
908	72	FORD	STAW	2H42H214488	56300	1	1	3	2	3	4	4	2	3	3	4	5	1	2	2	2	2	2	2	2	2	22221	3	3	1	2	2	2	1	1
909	72	FORD	LTD	2P76N160160	39794	3	2	2	2	2	3	3	4	3	4	3	8	1	2	2	2	1	2	2	1	2	21222	1	3	1	3	4	2	1	1
910	72	FORD	LTD	2P63S158939	24994	1	1	2	2	2	3	3	2	3	4	3	2	2	2	2	1	1	2	2	2	2	22221	3	3	1	5	3	2	1	1
911	72	FORD	GALA	2J54S183364	45647	2	2	2	2	3	4	4	2	3	4	3	3	1	2	2	1	1	2	2	2	1	22221	4	3	2	1	1	2	1	1
912	72	MERC	COME	2K31L525950	29338	3	2	2	2	3	4	4	4	3	4	3	6	3	2	2	2	2	2	2	2	2	22221	3	3	1	1	1	2	1	1
913	72	MERC	MONT	2H11H603431	37368	1	2	2	2	3	4	4	2	3	4	3	2	1	2	1	2	2	2	2	2	2	22221	3	3	1	1	1	2	1	1
914	72	OLDS	CUTL	3F87H2Z142690	40615	1	1	2	2	2	4	4	2	3	3	4	1	1	2	2	2	2	2	2	2	2	22221	3	5	1	5	4	2	1	1
915	72	OLDS	CUTL	3G87H2R128311	41516	1	1	2	2	2	4	4	4	2	4	3	2	1	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	2	1	1
916	72	OLDS	DELT	3L39K2M527518	40705	1	2	2	2	2	4	3	4	2	4	3	3	1	2	2	2	2	2	2	2	2	22221	3	3	1	4	2	2	1	1
917	72	OLDS	CUTL	3G69H2Z120765	66772	1	1	3	2	3	4	4	4	4	1	4	16	2	2	2	2	2	2	2	2	2	22221	3	3	1	3	4	2	1	1
918	72	OLDS	DELT	3L39T2X129966	37614	1	1	3	2	1	4	4	3	3	4	2	6	2	2	2	2	2	2	2	2	2	22221	1	6	1	4	4	2	1	1
919	72	PLYM	VALI	VL41B2R106277	73726	2	1	4	2	1	4	4	3	3	1	4	10	4	2	1	2	2	2	2	2	2	22221	3	3	1	2	2	2	1	1
920	72	PLYM	DUST	VL29C2B443916	50545	1	1	3	2	2	3	4	2	3	4	3	4	2	2	2	1	2	1	1	2	2	22212	3	4	3	4	4	2	1	1
921	72	PLYM	SATE	RP23G2G197088	26302	1	1	2	2	1	4	4	1	3	4	3	3	1	2	2	2	2	2	2	2	2	22221	4	5	3	2	2	2	1	1
922	72	PLYM	SCAM	VH23G2B259544	14108	1	1	1	2	3	4	4	2	3	4	3	1	2	2	2	2	2	2	2	2	2	22221	4	3	3	5	4	2	1	1
923	72	PONT	VENT	2Y69M2L114680	35001	1	1	2	2	1	4	4	1	3	4	3	4	4	2	2	2	2	2	2	2	2	22221	1	4	3	5	4	2	1	1
924	72	PONT	STAW	2D46M2Z105995	69985	1	1	3	2	3	4	4	3	3	4	3	2	4	2	2	2	2	2	2	2	2	22221	3	3	1	4	4	2	1	1
925	72	PONT	LEMA	2D37M2A208170	32619	2	2	3	2	2	4	4	1	4	4	4	2	4	2	2	2	2	2	2	2	2	22221	3	3	1	6	4	2	1	1
926	72	PONT	LEMA	2D37T2Z108708	50995	1	1	3	2	2	4	4	2	4	4	3	4	3	2	2	2	2	2	2	2	2	22221	3	5	1	5	4	2	1	1
927	72	PONT	CATA	2L39R2C324121	20320	1	1	1	2	2	3	3	4	2	3	3	3	2	2	2	2	2	2	2	2	2	22221	3	3	1	1	4	2	1	1
928	72	CAPR	COUP	GAECMC06402	43532	1	2	3	2	2	4	4	2	3	4	3	2	2	2	2	2	2	2	2	2	2	22221	3	4	1	1	1	2	1	1
929	72	DATS	B110	LB110965855	19868	4	1	1	2	3	4	4	4	1	3	3	2	1	2	2	2	2	2	2	2	2	22221	1	1	1	1	1	2	1	1
930	72	DATS	510	PL510330782	32308	4	1	2	2	2	4	4	2	3	4	3	2	1	2	1	2	2	2	2	2	2	22221	3	3	1	2	2	2	1	1
931	72	OPEL	1900	549752031	44390	2	1	3	2	4	2	3	3	3	3	2	6	4	2	1	2	2	2	2	2	2	12222	3	6	1	2	2	2	1	1
932	72	TOYO	CORO	KE20265847	26900	4	1	2	2	2	4	4	2	3	3	3	2	1	2	2	2	2	2	1	2	2	22221	6	6	3	2	2	2	1	1
933	72	TOYO	STAW	TE28518916	57206	4	1	3	2	2	4	4	2	3	4	3	4	2	2	2	2	2	2	2	2	2	22221	3	3	1	5	3	2	1	1
934	72	VOLK	SEDA	1122016779	47087	1	2	3	2	3	4	3	1	3	4	3	2	4	2	1	2	1	1	1	1	2	22221	1	4	4	1	1	2	1	1
935	72	VOLK	CONV	1522775972	47985	2	1	3	2	2	3	3	2	4	4	2	3	2	2	1	2	2	2	2	1	2	22221	3	3	1	2	2	2	1	1
936	72	VOLK	STAW	4222007132	29195	1	1	2	2	2	4	3	3	3	4	2	1	2	3	2	2	2	2	2	2	2	22221	3	3	4	1	4	2	1	1

APPENDIX C - LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

Legend

VEH NO. - Vehicle Number

YR - Model Year

MAKE - Vehicle Make

MODL - Vehicle Model

CID - Engine Displacement in Cubic Inches

TEST TYPE - Indicates the Portion of the Test or Composite

COLD TRANS - Cold transient portion of test
COLD STAB - Cold stabilized portion of test
HOT TRANS - Hot transient portion of test
1972 FTP - Composite of Cold Transient and Cold Stabilized tests (equivalent to 1972 Federal Test Procedure)
1975 FTP - 1975 Federal Test Procedure composite

HC - Hydrocarbon Emissions in grams per mile

CO - Carbon Monoxide Emissions in grams per mile

CO2 - Carbon Dioxide Emissions in grams per mile

NOXC - Oxides of Nitrogen Emissions Corrected for Humidity in grams per mile

FUEL ECON - Fuel Economy Calculated by the Carbon Balance Method in miles per gallon

IHC - Hydrocarbon Concentration with Vehicle at Normal Idle, Measured with Garage-type Instrumentation in parts per million Hexane equivalent

ICO [ACT] - Carbon Monoxide Concentration with Vehicle at Normal Idle, Measured with Garage-type Instrumentation in per cent.

ICO [SPEC] - Carbon Monoxide Concentration with Vehicle at Normal Idle, as specified by the manufacturer.

INOX - Oxides of Nitrogen Concentration with Vehicle at Normal Idle, measured by the Chemiluminescence method in PPM.

OTHER TESTS - Lists Other Emission Factors Tests Conducted on the Vehicle

MODAL - Vehicle was used in the Modal Emissions Program
HFET - Vehicle was used in Highway Fuel Economy test
KEYMODE - Vehicle was used in the Clayton Key Mode testing program
LO/HI - Vehicle was used in both Low Speed and High Speed testing programs
SC/3M - Vehicle was used in both Federal Short Cycle and Federal Three Mode testing programs
MTCE EFF - Vehicle was used in the Maintenance Effectiveness testing program

AFTER MAINTENANCE - Presents the Federal Test Procedure results obtained after maintenance

APPENDIX C

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                     MPG
VEH                                          -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC    CO     CO2    NOXC  ECON
-------------------------------------------------------------------
001  75 CHEV TRUC 350 COLD TRANS 10.07  97.4   505.7   1.87   12.9
                      COLD STAB   5.88 102.9   516.6   0.95   12.7
  IHC= 150 PPM HEXANE HOT TRANS   7.33  73.7   474.7   1.64   14.5
  ICO[ACT] =  2.7 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      7.88 100.3   511.4   1.39   12.8
  INOX     =    45 PPM
                      75 FTP      7.14  93.8   502.9   1.33   13.2
  OTHER TESTS:        HFET MODAL KEYMODE SC/3M
 AFTER MAINTENANCE    COLD TRANS  N/A
                      COLD STAB   N/A
                      HOT TRANS   N/A
                      72 FTP      N/A
                      75 FTP      N/A

002  75 CHEV TRUC 350 COLD TRANS  3.45 100.7   578.4   3.12   11.9
                      COLD STAB   3.64 130.5   549.0   0.95   11.6
  IHC= 305 PPM HEXANE HOT TRANS   2.65  72.4   532.7   2.72   13.6
  ICO[ACT] =  6.9 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      3.55 116.2   563.1   1.99   11.7
  INOX     =    29 PPM
                      75 FTP      3.33 108.5   550.6   1.88   12.1
  OTHER TESTS:        HFET MODAL KEYMODE SC/3M
 AFTER MAINTENANCE    COLD TRANS  N/A
                      COLD STAB   N/A
                      HOT TRANS   N/A
                      72 FTP      N/A
                      75 FTP      N/A

003  75 CHEV TRUC 350 COLD TRANS  4.50  64.8   576.7   2.01   12.8
                      COLD STAB   1.41   7.4   688.3   1.21   12.6
  IHC= 230 PPM HEXANE HOT TRANS   2.37  35.2   547.9   1.31   14.5
  ICO[ACT] =  0.2 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      2.89  34.9   634.8   1.59   12.7
  INOX     =    35 PPM
                      75 FTP      2.31  26.8   627.0   1.40   13.1
  OTHER TESTS         HFET MODAL KEYMODE SC/3M
 AFTER MAINTENANCE    COLD TRANS  N/A
                      COLD STAB   N/A
                      HOT TRANS   N/A
                      72 FTP      N/A
                      75 FTP      N/A
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                MPG
VEH                                   -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC   ECON
--------------------------------------------------------------------
004  75 CHEV TRUC 350 COLD TRANS   2.08   33.0   705.0   4.31   11.6
                      COLD STAB    0.33    0.6   671.0   2.00   13.2
  IHC=  30 PPM HEXANE HOT TRANS    0.62   10.7   631.1   3.69   13.7
  ICO[ACT] =  0.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       1.17   16.1   687.3   3.11   12.4
  INOX     =   39 PPM
                      75 FTP       0.77   10.0   667.1   2.94   13.0
  OTHER TESTS:        HFET MODAL KEYMODE SC/3M
 AFTER MAINTENANCE    COLD TRANS   N/A
                      COLD STAB    N/A
                      HOT TRANS    N/A
                      72 FTP       N/A
                      75 FTP       N/A

005  75 DODG TRUC 318 COLD TRANS   5.24   53.4   666.0   2.83   11.6
                      COLD STAB    2.69   60.3   609.3   1.58   12.5
  IHC=  20 PPM HEXANE HOT TRANS    2.56   35.6   589.5   2.55   13.6
  ICO[ACT] =  1.5 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP       3.91   57.0   636.4   2.18   12.0
  INOX     =   52 PPM
                      75 FTP       3.18   52.2   615.6   2.10   12.5
  OTHER TESTS:        HFET MODAL KEYMODE SC/3M
 AFTER MAINTENANCE    COLD TRANS   N/A
                      COLD STAB    N/A
                      HOT TRANS    N/A
                      72 FTP       N/A
                      75 FTP       N/A

006  75 FORD TRUC 302 COLD TRANS   3.93   74.9   573.5   0.84   12.6
                      COLD STAB    1.24   25.0   674.9   0.59   12.4
  IHC=  15 PPM HEXANE HOT TRANS    2.08   52.8   550.0   0.80   13.9
  ICO[ACT] =  0.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       2.53   48.9   626.4   0.71   12.5
  INOX     =   39 PPM
                      75 FTP       2.02   42.8   620.0   0.70   12.8
  OTHER TESTS:        HFET MODAL KEYMODE SC/3M
 AFTER MAINTENANCE    COLD TRANS   N/A
                      COLD STAB    N/A
                      HOT TRANS    N/A
                      72 FTP       N/A
                      75 FTP       N/A
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                     MPG
VEH                                        -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO    CO2    NOXC   ECON
--------------------------------------------------------------------
007  75 FORD TRUC 302 COLD TRANS   1.17   27.9  570.0   1.01   14.4
                      COLD STAB    0.30    1.4  600.4   0.76   14.7
  IHC=  10 PPM HEXANE HOT TRANS    0.63    9.0  512.6   1.03   16.8
  ICO[ACT] =  0.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       0.72   14.1  585.8   0.88   14.5
  INOX     =    90 PPM
                      75 FTP       0.57    8.9  570.2   0.89   15.1
  OTHER TESTS:        HFET MODAL KEYMODE SC/3M
 AFTER MAINTENANCE    COLD TRANS   N/A
                      COLD STAB    N/A
                      HOT TRANS    N/A
                      72 FTP       N/A
                      75 FTP       N/A

008  75 FORD TRUC 351 COLD TRANS   2.67   51.1  636.1   3.50   12.2
                      COLD STAB    2.08   40.5  638.7   1.46   12.5
  IHC=  20 PPM HEXANE HOT TRANS    1.99   37.1  565.9   3.18   14.1
  ICO[ACT] =  0.1 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       2.36   45.5  637.5   2.44   12.4
  INOX     =    22 PPM
                      75 FTP       2.18   41.7  618.3   2.35   12.8
  OTHER TESTS:        HFET MODAL KEYMODE SC/3M
 AFTER MAINTENANCE    COLD TRANS   N/A
                      COLD STAB    N/A
                      HOT TRANS    N/A
                      72 FTP       N/A
                      75 FTP       N/A

009  75 FORD TRUC 351 COLD TRANS   3.43   63.0  586.7   3.52   12.7
                      COLD STAB    2.55   55.0  576.6   1.63   13.2
  IHC=  95 PPM HEXANE HOT TRANS    2.70   46.6  527.1   3.35   14.6
  ICO[ACT] =  1.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       2.97   58.8  581.4   2.54   13.0
  INOX     =    82 PPM
                      75 FTP       2.77   54.3  565.2   2.49   13.5
  OTHER TESTS         HFET MODAL KEYMODE SC/3M
 AFTER MAINTENANCE    COLD TRANS   N/A
                      COLD STAB    N/A
                      HOT TRANS    N/A
                      72 FTP       N/A
                      75 FTP       N/A
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                     MPG
VEH                                     -----GRAMS PER MILE-----    FUEL
NO.   YR MAKE MODL CID TEST   TYPE     HC     CO     CO2    NOXC    ECON
--------------------------------------------------------------------------
010   75 GMC   TRUC 350 COLD TRANS   3.41   80.2   629.1   1.78   11.6
                        COLD STAB    0.32    0.3   662.6   1.14   13.4
  IHC=  20 PPM HEXANE   HOT TRANS    0.55    2.2   624.3   1.78   14.1
  ICO[ACT] =   0.0 %CO
  ICO[SPEC]=   N/A %CO  72 FTP       1.80   38.5   646.6   1.45   12.5
  INOX      =  164 PPM
                        75 FTP       1.02   17.3   645.3   1.45   13.1
  OTHER TESTS:          HFET MODAL KEYMODE SC/3M
 AFTER MAINTENANCE      COLD TRANS   N/A
                        COLD STAB    N/A
                        HOT TRANS    N/A
                        72 FTP       N/A
                        75 FTP       N/A

011   75 AMMO HORN 258  COLD TRANS   3.34   84.9   433.9   2.71   15.4
                        COLD STAB    1.91   20.3   453.2   3.66   18.1
  IHC= 180 PPM HEXANE   HOT TRANS    2.12   17.1   415.7   3.86   19.8
  ICO[ACT] =   1.0 %CO
  ICO[SPEC]=   1.0 %CO  72 FTP       2.59   51.2   444.0   3.21   16.7
  INOX      =  106 PPM
                        75 FTP       2.26   32.7   439.0   3.52   17.8
  OTHER TESTS:          HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE      COLD TRANS   3.39   89.3   491.9   2.22   13.8
                        COLD STAB    1.26   10.4   492.9   2.74   17.3
                        HOT TRANS    1.61   17.9   447.5   2.79   18.5
                        72 FTP       2.28   48.2   492.5   2.49   15.4
                        75 FTP       1.80   28.7   480.3   2.65   16.7

012   75 BUIC CNTY 350  COLD TRANS   3.58   90.2   560.4   1.84   12.4
                        COLD STAB    2.51   49.2   556.2   1.08   13.8
  IHC= 110 PPM HEXANE   HOT TRANS    2.10   45.1   511.0   1.80   15.1
  ICO[ACT] =   0.1 %CO
  ICO[SPEC]=   N/A %CO  72 FTP    3.02   68.8   558.2   1.44   13.1
  INOX      =   47 PPM
                        75 FTP       2.62   56.5   544.7   1.43   13.8
  OTHER TESTS:          HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE      COLD TRANS   2.96   82.3   561.9   1.72   12.7
                        COLD STAB    1.05   27.9   590.1   0.67   13.9
                        HOT TRANS    1.30   39.1   526.4   1.47   15.0
                        72 FTP       1.97   53.9   576.6   1.17   13.3
                        75 FTP       1.51   42.1   566.9   1.10   13.9
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                       MPG
VEH                                       -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO     CO2    NOXC    ECON
---------------------------------------------------------------------------
013  75 BUIC RIVI 455 COLD TRANS    2.81   59.5   687.5   2.31    11.2
                      COLD STAB     2.99   73.9   638.7   0.75    11.6
  IHC= 180 PPM HEXANE HOT TRANS     2.31   48.4   625.6   1.50    12.5
  ICO[ACT] =   2.2 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       2.90   67.0   662.0   1.50    11.4
  INOX     =    39 PPM
                      75 FTP        2.77   64.0   645.2   1.28    11.8
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    2.54   65.9   681.4   1.91    11.2
                      COLD STAB     1.93   45.2   666.5   0.82    11.9
                      HOT TRANS     1.75   51.7   609.6   1.11    12.7
                      72 FTP        2.23   55.1   673.6  1.34    11.6
                      75 FTP        2.01   51.2   654.1   1.12    12.0

014  75 BUIC REGA 350 COLD TRANS    3.84  105.5   565.2   1.41    11.9
                      COLD STAB     3.08   91.2   540.5   0.75    12.8
  IHC= 240 PPM HEXANE HOT TRANS     2.66   72.4   510.2   1.14    14.0
  ICO[ACT] =   1.8 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       3.45   98.0   552.3   1.06    12.4
  INOX     =    26 PPM
                      75 FTP        3.12   89.0   537.3   0.99    12.9
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    2.64   61.0   60.4  1.34    12.4
                      COLD STAB     0.99   23.9   636.0   0.49    13.1
                      HOT TRANS     1.30   35.7   544.3   0.94    14.7
                      72 FTP        1.78   41.6   623.3   0.90    12.8
                      75 FTP        1.42   34.7   605.5   0.79    13.4

015  75 CADI ELDO 500 COLD TRANS    9.54  212.8   674.1   0.87     8.5
                      COLD STAB     5.79  134.0   628.6   1.47    10.3
  IHC= 300 PPM HEXANE HOT TRANS     6.34  181.6   573.1   1.13    10.1
  ICO[ACT] =   3.0 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       7.59  171.7   650.4   1.18     9.4
  INOX     =    95 PPM
                      75 FTP        6.71  163.2   622.8   1.25     9.9
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    7.49  193.7   659.0   0.84     9.0
                      COLD STAB     4.72  108.7   646.3   1.34    10.7
                      HOT TRANS     4.54  156.8   595.0   0.91    10.4
                      72 FTP        6.04  149.4   652.4   1.10     9.8
                      75 FTP        5.24  139.3   634.9   1.12    10.2
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                         MPG
VEH                                    -----GRAMS PER MILE-----         FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO     CO2    NOXC         ECON
-----------------------------------------------------------------------------
016  75 CHEV VEGA 140 COLD TRANS   2.06   48.2   326.2    1.71         21.7
                      COLD STAB    0.90   22.7   351.5    1.20         22.8
  IHC= 240 PPM HEXANE HOT TRANS    0.89   19.4   300.0    1.68         26.6
  ICO[ACT] =   6.6 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      1.45   34.9   339.4    1.45         22.3
  INOX     =    40 PPM
                      75 FTP       1.14   27.0   332.2    1.44         23.5
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M     MTCE          EFF
 AFTER MAINTENANCE    COLD TRANS   3.41   51.6   353.3    1.29         19.9
                      COLD STAB    0.49   15.6   380.1    0.86         21.9
                      HOT TRANS    0.81   18.9   328.7    1.07         24.6
                      72 FTP       1.89   32.8   367.3    1.06         20.9
                      75 FTP       1.18   23.9   360.6    1.01         22.1

017  75 CHEV NOVA 250 COLD TRANS   4.02   47.6   528.5    2.37         14.4
                      COLD STAB    0.33    2.1   518.3    2.08         17.0
  IHC= 190 PPM HEXANE HOT TRANS    0.58   10.4   476.8    2.26         17.9
  ICO[ACT] =   0.3 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      2.10   23.9   523.2    2.22         15.6
  INOX     =    62 PPM
                      75 FTP       1.16   13.7   509.1    2.19         16.6
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M     MTCE          EFF
 AFTER MAINTENANCE    COLD TRANS   1.90   34.0   502.6    2.49         15.8
                      COLD STAB    0.11    0.4   483.9    2.46         18.3
                      HOT TRANS    0.46    6.2   467.8    2.40         18.5
                      72 FTP       0.97   16.5   492.9    2.48         17.0
                      75 FTP       0.57    8.9   483.4    2.45         17.8

018  75 CHEV MONT 350 COLD TRANS   2.42   65.0   540.9    1.96         13.6
                      COLD STAB    1.25   39.4   543.0    0.78         14.6
  IHC=  15 PPM HEXANE HOT TRANS    1.13   37.4   496.3    1.55         15.9
  ICO[ACT] =   0.0 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      1.81   51.6   542.0    1.35         14.1
  INOX     =    90 PPM
                      75 FTP       1.46   44.1   529.8    1.23         14.7
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M     MTCE          EFF
 AFTER MAINTENANCE    COLD TRANS   2.97   75.1   556.1    1.61         13.0
                      COLD STAB    1.49   41.8   560.5    0.78         14.1
                      HOT TRANS    1.43   41.8   503.5    1.39         15.5
                      72 FTP       2.19   57.8   558.4    1.18         13.5
                      75 FTP       1.78   48.7   544.1    1.12         14.2
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                    MPG
VEH                                        -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2   NOXC   ECON
---------------------------------------------------------------------
019  75 CHEV CAPR 350 COLD TRANS  3.29   65.3   597.6   1.73   12.5
                      COLD STAB   1.68   40.4   622.4   0.71   12.8
  IHC= 150 PPM HEXANE HOT TRANS   1.86   48.6   546.7   1.28   14.1
  ICO[ACT] =  0.4 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      2.45   52.3   610.5   1.20   12.7
  INOX     =   18 PPM
                      75 FTP      2.06   47.8   596.6   1.08   13.1
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.98   68.8   623.1   1.81   12.0
                      COLD STAB   1.23   32.9   635.9   0.81   12.8
                      HOT TRANS   1.50   43.6   560.9   1.27   14.0
                      72 FTP      2.07   50.1   629.8   1.29   12.4
                      75 FTP      1.66   43.2   612.8   1.14   12.9

020  75 CHEV IMPA 350 COLD TRANS  3.30   96.3   591.0   1.70   11.8
                      COLD STAB   1.00   41.9   602.7   0.81   13.2
  IHC=  15 PPM HEXANE HOT TRANS   1.44   49.0   548.8   1.66   14.1
  ICO[ACT] =  0.1 %CO
ICO[SPEC]=  N/A %CO 72 FTP      2.10   67.9   597.1   1.24   12.5
  INOX     =   82 PPM
                      75 FTP      1.60   55.0   585.6   1.23   13.1
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.91   94.7   633.3   1.47   11.2
                      COLD STAB   0.85   36.0   642.9   0.69   12.6
                      HOT TRANS   1.24   49.3   572.8   1.38   13.6
                      72 FTP      1.84   64.1   638.3   1.06   11.9
                      75 FTP      1.38   51.7   621.8   1.04   12.5

021  75 CHEV STAW 400 COLD TRANS  4.19  109.1   833.0   1.77    8.7
                      COLD STAB   0.31    4.9   835.0   1.42   10.5
  IHC=  30 PPM HEXANE HOT TRANS   2.07   66.4   738.0   1.56   10.5
  ICO[ACT] =  0.1 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      2.17   54.8   834.0   1.59    9.6
  INOX     =   61 PPM
                      75 FTP      1.59   43.1   808.1   1.53   10.1
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.07   84.0   788.2   1.66    9.5
                      COLD STAB   0.38    2.5   815.3   1.22   10.8
                      HOT TRANS   1.17   44.3   740.8   1.55   10.9
                      72 FTP      1.67   41.5   802.3   1.43   10.2
                      75 FTP      1.15   30.7   789.4   1.40   10.6
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                MPG
VEH                                -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2   NOXC   ECON
--------------------------------------------------------------------
022  75 CHRY NEWP 400 COLD TRANS  2.83   40.1   723.0   2.98   11.2
                      COLD STAB   0.40   11.2   749.0   1.62   11.6
  IHC=  55 PPM HEXANE HOT TRANS   2.90   46.1   662.1   2.13   11.9
  ICO[ACT] =  0.1 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP      1.56   25.0   736.6   2.27   11.4
  INOX     =   41 PPM
                      75 FTP      1.58   26.7   719.9   2.04   11.6
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.23  110.4   781.2   1.37    9.2
                      COLD STAB   0.48   27.8   818.9   1.00   10.3
                      HOT TRANS   1.58   76.0   709.4   1.39   10.6
                      72 FTP      1.80   67.4   800.8   1.17    9.7
                      75 FTP      1.35   58.0   781.2   1.18   10.1

023  75 DODG CORO 318 COLD TRANS  3.81   72.6   575.3   3.26   12.7
                      COLD STAB   3.73   83.1   519.4   1.89   13.4
  IHC= 245 PPM HEXANE HOT TRANS   2.11   32.6   529.2   3.26   15.1
  ICO[ACT] =  3.8 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP      3.77   78.1   546.1   2.55   13.0
  INOX     =   59 PPM
                      75 FTP      3.31   67.2   533.5   2.55   13.7
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.45   40.9   589.9   3.29   13.4
                      COLD STAB   0.49    6.8   593.3   2.06   14.7
                      HOT TRANS   0.56    3.1   547.7   4.30   16.0
                      72 FTP      1.43   23.1   591.7   2.65   14.0
                      75 FTP      0.91   12.8   580.1   2.93   14.7

024  75 DODG DART 225 COLD TRANS  3.95   73.5   412.7   3.46   16.4
                      COLD STAB   3.47   71.2   363.7   1.61   18.2
  IHC= 380 PPM HEXANE HOT TRANS   3.03   58.4   355.0   2.59   19.4
  ICO[ACT] =  6.7 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP      3.70   72.3   387.2   2.50   17.3
  INOX     =   37 PPM
                      75 FTP      3.45   68.2   371.4   2.26   18.1
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.05   38.0   462.6   2.76   16.8
                      COLD STAB   0.28    5.0   463.7   1.09   18.8
                      HOT TRANS   0.66   13.4   428.6   1.43   19.6
                      72 FTP      1.13   20.8   463.2   1.89   17.8
                      75 FTP      0.75   14.1   453.9   1.53   18.6
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                   MPG
VEH                                      -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE   HC    CO     CO2    NOXC  ECON
--------------------------------------------------------------------
025  75 FORD MUST 140 COLD TRANS  2.47  28.4   447.3   0.90  17.8
                      COLD STAB   0.57  16.4   472.2   0.70  17.8
  IHC=  20 PPM HEXANE HOT TRANS   1.34  18.2   407.6   0.88  20.2
  ICO[ACT] =  0.1 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      1.48  22.1   460.3   0.80  17.8
  INOX      =    35 PPM
                      75 FTP      1.17  19.3   449.5   0.79  18.4
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  1.92  18.1   436.1   1.05  18.9
                      COLD STAB   0.47  12.0   458.0   0.74  18.6
                      HOT TRANS   1.02  14.2   388.3   1.03  21.4
                      72 FTP      1.16  14.9   447.5   0.89  18.7
                      75 FTP      0.92  13.9   434.5   0.88  19.3

026  75 FORD TORI 351 COLD TRANS  2.46  38.5   643.9   2.83  12.5
                      COLD STAB   1.29  28.1   628.7   1.63  13.1
  IHC=  32 PPM HEXANE HOT TRANS   1.44  27.9   586.6   2.49  14.0
  ICO[ACT] =  0.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      1.85  33.1   636.0   2.20  12.8
  INOX      =    26 PPM
                      75 FTP      1.57  30.2   620.4   2.11  13.2
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.16  32.3   654.3   3.28  12.5
                      COLD STAB   1.26  26.1   646.2   1.89  12.8
                      HOT TRANS   1.13  21.5   585.6   2.74  14.2
                      72 FTP      1.69  29.1   650.1   2.56  12.7
                      75 FTP      1.41  26.1   631.3   2.41  13.1

027  75 FORD GRAN 250 COLD TRANS  1.05  18.5   608.5   1.30  13.8
                      COLD STAB   0.26   0.4   595.7   1.05  14.9
  IHC=  40 PPM HEXANE HOT TRANS   0.68   8.7   546.1   1.17  15.8
  ICO[ACT] =  0.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      0.64   9.1   601.8   1.17  14.4
  INOX      =    46 PPM
                      75 FTP      0.54   6.4   584.8   1.14  14.9
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  1.10  23.8   586.5   1.30  14.1
                      COLD STAB   0.27   0.7   586.6   0.97  15.1
                      HOT TRANS   0.78   5.7   523.3   1.29  16.6
                      72 FTP      0.67  11.8   586.5   1.13  14.6
                      75 FTP      0.58   6.8   569.3   1.13  15.3
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                   MPG
VEH                                   -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC     ECON
----------------------------------------------------------------------
028  75 FORD LTD  351 COLD TRANS   1.80   50.4   733.1   2.18    10.8
                      COLD STAB    1.52   32.5   695.3   1.52    11.8
  IHC= 100 PPM HEXANE HOT TRANS    1.61   36.3   618.1   2.61    13.0
  ICO[ACT] =  0.5 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       1.65   41.1   713.4   1.83    11.3
  INOX     =   39 PPM
                      75 FTP       1.60   37.2   682.0   1.95    11.9
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.31   51.6   706.3   2.42    11.2
                      COLD STAB    1.60   29.9   695.1   1.66    11.9
                      HOT TRANS    1.64   33.9   614.8   2.60    13.2
                      72 FTP       1.94   40.3   700.5   2.02    11.5
                      75 FTP       1.76   35.5   675.5   2.07    12.0

029  75 FORD LTD  400 COLD TRANS   5.31   71.2   745.5   1.60    10.2
                      COLD STAB    1.12   42.6   743.3   0.87    10.9
  IHC=  30 PPM HEXANE HOT TRANS    1.66   42.5   638.4   1.47    12.5
  ICO[ACT] =  0.3 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       3.13   56.3   744.4   1.22    10.5
  INOX     =   42 PPM
                      75 FTP       2.13   48.4   715.1   1.19    11.1
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.17   66.1   756.5   1.89    10.1
                      COLD STAB    1.07   38.6   749.0   0.96    10.9
                      HOT TRANS    1.50   39.9   652.2   1.64    12.3
                      72 FTP       3.04   51.7   752.6   1.40    10.5
                      75 FTP       2.03   44.6   724.1   1.34    11.1

030  75 MERC MARQ 400 COLD TRANS   3.15   81.0   722.0   2.34    10.3
                      COLD STAB    2.67   75.9   709.7   1.24    10.6
  IHC= 210 PPM HEXANE HOT TRANS    2.65   64.3   641.1   2.21    11.8
  ICO[ACT] =  3.9 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       2.90   78.3   715.6   1.77    10.5
  INOX     =   60 PPM
                      75 FTP       2.76   73.8   693.5   1.73    10.8
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   1.78   35.1   817.5   2.92    10.1
                      COLD STAB    0.87   24.3   812.1   2.19    10.4
                      HOT TRANS    1.11   31.5   728.3   2.84    11.4
                      72 FTP       1.31   29.5   814.7   2.54    10.3
                      75 FTP       1.12   28.5   790.4   2.52    10.6
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LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                     MPG
VEH                                     -----GRAMS PER MILE-----    FUEL
NO.   YR MAKE MODL CID TEST   TYPE    HC     CO      CO2    NOXC    ECON
------------------------------------------------------------------------
031   75 MERC MONG 351 COLD TRANS   1.65   53.8    638.3   2.30    12.2
                       COLD STAB    1.33   37.5    630.8   1.26    12.8
  IHC= 140 PPM HEXANE  HOT TRANS    1.39   39.2    569.4   2.29    14.0
  ICO[ACT] =   0.5 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       1.48   45.3    634.4   1.76    12.5
  INOX     =    56 PPM
                       75 FTP       1.41   41.3    615.6   1.75    13.0
  OTHER TESTS:         HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS   1.56   71.3    751.2   1.32    10.2
                       COLD STAB    0.79   28.0    775.4   1.15    10.8
                       HOT TRANS    0.98   35.6    676.4   1.55    12.1
                       72 FTP       1.16   48.7    763.8   1.23    10.5
                       75 FTP       1.00   39.0    743.4   1.29    11.0

032   75 OLDS DELT 350 COLD TRANS   4.98  121.8    536.5   1.74    11.9
                       COLD STAB    3.45   88.9    526.8   1.25    13.1
  IHC= 405 PPM HEXANE  HOT TRANS    3.24   97.4    486.4   1.62    13.7
  ICO[ACT] =   4.5 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       4.18  104.7    531.4   1.49    12.5
  INOX     =    42 PPM
                       75 FTP       3.71   98.0    517.8   1.45    13.0
  OTHER TESTS:         HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS   5.41  125.5    537.4   1.73    11.8
                       COLD STAB    1.93   62.5    543.1   0.82    13.7
                       HOT TRANS    2.60   99.6    487.6   1.32    13.6
                       72 FTP       3.59   92.7    540.4   1.25    12.7
                       75 FTP       2.83   85.6    526.8   1.14    13.2

033   75 OLDS CUTL 350 COLD TRANS   4.11   86.0    527.6   1.22    13.1
                       COLD STAB    2.97   53.8    489.5   0.72    15.2
  IHC=  30 PPM HEXANE  HOT TRANS    2.85   65.2    468.8   1.14    15.3
  ICO[ACT] =   0.1 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       3.51   69.2    507.7   0.96    14.1
  INOX     =    58 PPM
                       75 FTP       3.17   63.5    491.7   0.94    14.8
  OTHER TESTS:         HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS   2.81   56.1    566.1   1.37    13.4
                       COLD STAB    1.15   26.2    545.5   0.52    15.0
                       HOT TRANS    1.92   46.2    497.1   1.03    15.4
                       72 FTP       1.94   40.5    555.3   0.93    14.2
                       75 FTP       1.70   37.8    536.5   0.83    14.8
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                      MPG
VEH                                     -----GRAMS PER MILE-----     FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC      CO     CO2     NOXC     ECON
---------------------------------------------------------------------------
034  75 OLDS DELT 455 COLD TRANS   2.83   52.8   656.3    1.78     11.9
                      COLD STAB    1.44   24.7   616.3    1.10     13.5
  IHC= 130 PPM HEXANE HOT TRANS    1.50   32.1   547.7    1.59     14.7
  ICO[ACT] =  0.1 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       2.11   38.1   635.4    1.43     12.6
  INOX     =   54 PPM
                      75 FTP       1.75   32.5   605.8    1.37     13.4
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.33   55.4   660.1    1.16     11.8
                      COLD STAB    0.69   17.4   610.0    0.99     13.9
                      HOT TRANS    1.08   41.6   554.9    1.09     14.2
                      72 FTP       1.47   35.6   634.0    1.07     12.8
                      75 FTP       1.13   31.8   605.3    1.05     13.5

035  75 PLYM FURY 318 COLD TRANS   3.27   98.2   549.1    1.64     12.4
                      COLD STAB    1.58   36.9   606.6    1.24     13.3
  IHC=  50 PPM HEXANE HOT TRANS    1.87   28.1   537.4    2.46     15.1
  ICO[ACT] =  1.1 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP       2.39   66.2   579.0    1.43     12.9
  INOX     =   98 PPM
                      75 FTP       2.00   47.1   575.9    1.65     13.5
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   1.82   31.3   595.8    2.70     13.6
                      COLD STAB    0.32    6.7   623.0    1.32     14.0
                      HOT TRANS    0.73    7.0   548.1    3.41     15.8
                      72 FTP       1.04   18.5   609.9    1.98     13.8
                      75 FTP       0.74   11.8   596.9    2.17     14.4

036  75 PLYM DUST 225 COLD TRANS   4.52   69.0   409.5    1.89     16.7
                      COLD STAB    2.78   51.9   429.4    1.27     17.1
  IHC=  70 PPM HEXANE HOT TRANS    3.20   51.2   356.8    1.68     19.8
  ICO[ACT] =  1.6 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP       3.61   60.1   419.9    1.57     16.9
  INOX     =   87 PPM
                      75 FTP       3.25   55.2   405.5    1.51     17.7
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   6.05   65.2   399.0    2.56     17.0
                      COLD STAB    2.02   49.9   413.7    1.57     17.8
                      HOT TRANS    3.26   43.7   348.0    2.13     20.8
                      72 FTP       3.95   57.2   406.7    2.04     17.4
                      75 FTP       3.19   51.3   392.7    1.93     18.4
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                MPG
VEH                                -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2   NOXC   ECON
-------------------------------------------------------------------
037  75 PONT CATA 400 COLD TRANS  3.70   36.8   626.6   3.01   12.7
                      COLD STAB   0.75   13.0   624.2   1.92   13.7
  IHC= 250 PPM HEXANE HOT TRANS   1.23   18.2   577.3   3.05   14.6
  ICO[ACT] =  1.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      2.16   24.4   625.4   2.44   13.2
  INOX     =   30 PPM
                      75 FTP      1.49   19.3   611.9   2.45   13.7
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.74   38.2   644.1   2.78   12.5
                      COLD STAB   0.45    9.5   687.4   1.93   12.6
                      HOT TRANS   0.91   18.4   601.9   3.58   14.0
                      72 FTP      1.55   23.2   666.7   2.34   12.5
                      75 FTP      1.05   17.8   655.2   2.55   12.9

038  75 PONT LEMA 350 COLD TRANS  8.14  118.0   532.4   1.56   11.9
                      COLD STAB   1.68   34.6   566.5   1.08   14.2
  IHC=  45 PPM HEXANE HOT TRANS   2.42   53.0   504.8   1.27   14.9
  ICO[ACT] =  0.1 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      4.77   74.5   550.2   1.31   13.0
  INOX     =   15 PPM
                      75 FTP      3.21   56.8   542.7   1.23   13.8
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.73   99.2   576.6   2.28   11.8
                      COLD STAB   0.84   18.3   621.5   2.58   13.6
                      HOT TRANS   1.37   33.4   534.5   2.63   15.0
                      72 FTP      3.18   57.1   600.0   2.44   12.7
                      75 FTP      1.99   39.1   588.5   2.53   13.5

039  75 PONT GRNV 455 COLD TRANS  3.45   82.5   713.7   1.01   10.4
                      COLD STAB   0.79   33.4   733.0   0.83   11.3
  IHC=  60 PPM HEXANE HOT TRANS   1.97   55.2   630.5   1.28   12.3
  ICO[ACT] =  0.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      2.06   56.9   723.8   0.91   10.8
  INOX     =   50 PPM
                      75 FTP      1.66   49.5   701.1   0.99   11.3
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.15   91.1   710.9   0.92   10.3
                      COLD STAB   1.31   38.5   743.1   0.64   11.0
                      HOT TRANS   2.20   56.1   639.8   1.01   12.1
                      72 FTP      2.19   63.7   727.7   0.77   10.6
                      75 FTP      1.93   54.1   708.3   0.80   11.1
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LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                         -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC  ECON
-------------------------------------------------------------------------
040  76 CAPR SEDA 140 COLD TRANS  2.88   34.9   489.9   0.75   16.0
                      COLD STAB   2.17   57.2   440.5   0.51   16.5
  IHC= 300 PPM HEXANE HOT TRANS   0.83   15.7   441.5   0.79   18.9
  ICO[ACT] =  7.7 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      2.51   46.5   464.1   0.63   16.3
  INOX     =   65 PPM
                      75 FTP      1.95   41.3   450.9   0.64   17.0
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.64   35.9   425.1   1.04   18.1
                      COLD STAB   5.42  111.9   280.8   0.54   18.7
                      HOT TRANS   2.02   36.8   355.8   1.00   21.1
                      72 FTP      4.09   75.5   349.9   0.78   18.4
                      75 FTP      3.92   75.7   331.0   0.77   19.2

041  75 DATS B210  85 COLD TRANS  2.71   60.2   279.2   2.26   23.2
                      COLD STAB   1.73   33.1   258.9   1.72   28.1
  IHC= 220 PPM HEXANE HOT TRANS   1.91   37.8   259.3   2.45   27.3
  ICO[ACT] =  0.8 %CO
  ICO[SPEC]=  2.0 %CO 72 FTP      2.20   46.0   268.6   1.98   25.5
  INOX     =   41 PPM
                      75 FTP      1.98   39.9   263.2   2.03   26.7
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.90   65.9   304.3   2.24   21.3
                      COLD STAB   1.62   34.1   262.1   1.57   27.7
                      HOT TRANS   1.65   37.6   266.7   2.23   26.8
                      72 FTP      2.23   49.3   282.3   1.89   24.2
                      75 FTP      1.89   41.6   272.0   1.89   25.8

042  75 HOND SEDA  91 COLD TRANS  3.20   63.8   246.6   1.13   24.9
                      COLD STAB   1.58   46.0   297.7   0.53   23.7
  IHC=  90 PPM HEXANE HOT TRANS   1.87   53.9   231.7   1.16   27.5
  ICO[ACT] =  2.2 %CO
  ICO[SPEC]=  1.5 %CO 72 FTP      2.35   54.5   273.3   0.82   24.2
  INOX     =   42 PPM
                      75 FTP      1.99   51.8   269.2   0.83   24.9
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.24   51.9   260.2   1.28   25.4
                      COLD STAB   1.47   37.8   304.6   0.62   24.1
                      HOT TRANS   1.53   45.6   241.9   1.28   27.9
                      72 FTP      1.84   44.6   283.4   0.94   24.7
                      75 FTP      1.65   42.8   278.4   0.93   25.3
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                      -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC  ECON
---------------------------------------------------------------------
043  75 TOYO CORO 133 COLD TRANS  3.09   56.9   364.1   3.79   19.2
                      COLD STAB   1.55   40.4   339.7   1.28   21.7
  IHC=  35 PPM HEXANE HOT TRANS   1.69   28.9   325.7   3.66   23.6
  ICO[ACT] =   1.1 %CO
  ICO[SPEC]=   N/A %CO 72 FTP     2.29   48.3   351.4   2.48   20.4
  INOX     =    29 PPM
                      75 FTP      1.91   40.7   340.9   2.45   21.6
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.09   58.5   394.0   3.89   17.9
                      COLD STAB   1.37   28.8   381.7   1.42   20.6
                      HOT TRANS   1.70   22.8   361.8   3.95   22.0
                      72 FTP      2.19   43.0   387.6   2.60   19.2
                      75 FTP      1.81   33.3   378.8   2.62   20.3

044  75 VOLK SEDA  97 COLD TRANS  3.62   34.9   288.0   3.53   25.0
                      COLD STAB   2.79   35.3   294.5   2.39   24.7
  IHC= 170 PPM HEXANE HOT TRANS   2.27   20.6   268.0   3.54   28.9
  ICO[ACT] =   5.0 %CO
  ICO[SPEC]=   N/A %CO 72 FTP     3.19   35.1   291.4   2.94   24.9
  INOX     =    64 PPM
                      75 FTP      2.82   31.2   285.9   2.94   25.8
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.03   35.1   290.4   2.93   24.8
                      COLD STAB   2.65   26.3   301.0   2.04   25.3
                      HOT TRANS   2.32   21.4   272.0   2.90   28.4
                      72 FTP      3.31   30.5   295.9   2.46   25.0
                      75 FTP      2.84   26.8   290.9   2.46   26.0

045  75 VOLK STAW  90 COLD TRANS  2.68   48.3   395.0   2.42   18.5
                      COLD STAB   0.31    7.8   406.6   1.19   21.1
  IHC= 130 PPM HEXANE HOT TRANS   0.64    8.5   379.1   2.13   22.5
  ICO[ACT] =   0.1 %CO
  ICO[SPEC]=   1.5 %CO 72 FTP     1.45   27.2   401.1   1.78   19.8
  INOX     =    30 PPM
                      75 FTP      0.89   16.3   396.7   1.70   20.9
  OTHER TESTS:        HFET MODAL KEYMODE LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.69   51.2   391.0   1.70   18.5
                      COLD STAB   0.57    8.2   384.2   1.04   22.2
                      HOT TRANS   0.99   13.2   369.6   1.79   22.6
                      72 FTP      1.58   28.8   387.5   1.36   20.3
                      75 FTP      1.12   18.4   381.6   1.38   21.4
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                   MPG
VEH                                    -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC   ECON
-------------------------------------------------------------------------
231  75 AMMO GREM 232 COLD TRANS   3.09   55.4   366.8   2.11   19.1
                      COLD STAB    2.14   29.7   437.4   2.07   18.1
  IHC= 180 PPM HEXANE HOT TRANS    1.84   27.0   335.8   2.44   23.1
  ICO[ACT] =   4.2 %CO
  ICO[SPEC]=   1.0 %CO 72 FTP      2.59   42.0   403.6   2.09   18.6
  INOX     =    70 PPM
                      75 FTP       2.25   34.3   395.1   2.18   19.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.81   72.4   428.3   1.57   16.0
                      COLD STAB    2.05   28.3   504.6   1.43   16.0
                      HOT TRANS    1.85   34.4   394.5   1.65   19.5
                      72 FTP       2.89   49.4   468.1   1.50   16.0
                      75 FTP       2.36   39.0   458.9   1.52   16.8

232  75 AMMO HORN 304 COLD TRANS   2.31   40.0   585.7   2.36   13.5
                      COLD STAB    0.64    2.6   626.0   1.74   14.0
  IHC=  40 PPM HEXANE HOT TRANS    0.78    7.4   548.7   2.16   15.8
  ICO[ACT] =   0.1 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      1.44   20.5   606.7   2.04   13.8
  INOX     =    53 PPM
                      75 FTP       1.02   11.6   596.6   1.98   14.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.04   37.9   584.3   1.59   13.6
                      COLD STAB    0.64    3.2   576.7   1.62   15.2
                      HOT TRANS    1.11    9.5   517.4   1.82   16.6
                      72 FTP       1.31   19.8   580.3   1.61   14.4
                      75 FTP       1.06   12.0   562.1   1.67   15.2

233  75 AMMO MATA 360 COLD TRANS   1.72   27.8   582.0   6.86   14.1
                      COLD STAB    0.35    1.3   584.1   5.75   15.1
  IHC=  60 PPM HEXANE HOT TRANS    0.75    9.9   551.2   7.20   15.6
  ICO[ACT] =   0.0 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      1.01   14.0   583.1   6.28   14.6
  INOX     =    70 PPM
                      75 FTP       0.74    9.1   574.7   6.37   15.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   1.90   27.5   577.7   6.60   14.2
                      COLD STAB    0.34    2.1   561.6   5.17   15.7
                      HOT TRANS    0.81    9.7   544.2   7.09   15.8
                      72 FTP       1.09   14.2   569.3   5.86   14.9
                      75 FTP       0.79    9.4   560.2   5.99   15.4
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                      MPG
VEH                                        -----GRAMS PER MILE-----   FUEL
NO.   YR MAKE MODL CID TEST  TYPE    HC     CO    CO2    NOXC   ECON
-------------------------------------------------------------------------
234   75 BUIC SKYH 231 COLD TRANS   2.41   46.9   424.8   2.54   17.5
                       COLD STAB    0.53   10.2   457.2   1.40   18.7
   IHC= 140 PPM HEXANE HOT TRANS    1.40   20.3   398.4   1.77   20.4
   ICO[ACT] =   2.5 %CO
   ICO[SPEC]=   N/A %CO 72 FTP      1.43   27.8   441.7   1.95   18.1
   INOX     =    54 PPM
                       75 FTP       1.15   20.5   434.5   1.74   18.9
   OTHER TESTS:        SC/3M MTCE EFF
  AFTER MAINTENANCE    COLD TRANS   2.07   36.2   423.3   2.91   18.2
                       COLD STAB    0.25    2.6   444.9   2.29   19.7
                       HOT TRANS    0.57    6.7   398.1   2.79   21.6
                       72 FTP       1.12   18.7   434.6   2.59   19.0
                       75 FTP       0.71   10.7   427.7   2.56   19.9

235   75 BUIC SKYL 260 COLD TRANS   4.12   79.9   480.3   1.52   14.3
                       COLD STAB    3.07   59.9   437.8   0.87   16.4
   IHC= 150 PPM HEXANE HOT TRANS    2.58   60.1   410.5   1.30   17.3
   ICO[ACT] =   0.1 %CO
   ICO[SPEC]=   N/A %CO 72 FTP      3.57   69.5   458.1   1.18   15.3
   INOX     =    65 PPM
                       75 FTP       3.15   64.1   439.1   1.12   16.1
   OTHER TESTS:        SC/3M MTCE EFF
  AFTER MAINTENANCE    COLD TRANS   3.48   66.6   610.0   1.79   12.2
                       COLD STAB    0.71   12.5   565.5   0.89   15.1
                       HOT TRANS    1.17   26.9   471.0   1.14   17.2
                       72 FTP       2.03   38.4   586.8   1.32   13.6
                       75 FTP       1.40   27.6   548.9   1.15   14.9

236   75 BUIC REGA 350 COLD TRANS   2.57   75.6   559.2   1.51   12.9
                       COLD STAB    2.16   55.9   561.0   0.78   13.5
   IHC= 210 PPM HEXANE HOT TRANS    2.40   69.9   489.1   1.04   14.6
   ICO[ACT] =   4.4 %CO
   ICO[SPEC]=   N/A %CO 72 FTP      2.36   65.3   560.1   1.13   13.2
   INOX     =    40 PPM
                       75 FTP       2.31   63.8   541.0   1.00   13.7
   OTHER TESTS:        SC/3M MTCE EFF
  AFTER MAINTENANCE    COLD TRANS   2.17   57.8   590.5   1.57   12.9
                       COLD STAB    1.15   35.0   614.4   0.68   13.2
                       HOT TRANS    1.48   41.2   520.8   1.20   15.0
                       72 FTP       1.64   45.9   602.9   1.10   13.0
                       75 FTP       1.45   41.4   583.9   1.00   13.6
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                         MPG
VEH                                         -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC      CO      CO2     NOXC      ECON
-----------------------------------------------------------------------------
238  75 BUIC STAW 350 COLD TRANS   3.75    84.9    590.6    1.46      12.1
                      COLD STAB    2.45    65.0    584.2    0.86      12.8
  IHC= 100 PPM HEXANE HOT TRANS    2.44    56.1    539.2    1.35      14.0
  ICO[ACT] =  4.8 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       3.07    74.5    587.3    1.15      12.4
  INOX     =    22 PPM
                      75 FTP       2.71    66.7    573.2    1.12      12.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.90    83.6    627.5    2.42      11.6
                      COLD STAB    1.92    53.5    635.4    0.78      12.2
                      HOT TRANS    1.94    54.7    571.1    1.26      13.4
                      72 FTP       2.39    67.9    631.6    1.57      11.9
                      75 FTP       2.13    60.0    616.2    1.25      12.4

240  75 BUIC RIVI 455 COLD TRANS   4.01   108.1    678.4    2.09      10.3
                      COLD STAB    3.32    87.8    660.8    0.96      11.0
  IHC=  75 PPM HEXANE HOT TRANS    3.61   107.6    577.4    1.39      11.7
  ICO[ACT] =  0.2 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       3.65    97.5    669.2    1.50      10.6
  INOX     =     3 PPM
                      75 FTP       3.54    97.4    641.6    1.31      11.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.36    41.7    729.5    2.83      11.0
                      COLD STAB    1.36     5.3    732.1    1.46      11.9
                      HOT TRANS    1.57    33.2    630.4    1.76      12.9
                      72 FTP       2.32    22.7    730.9    2.12      11.5
                      75 FTP       1.83    20.4    703.8    1.83      12.0

244  75 CHEV VEGA 140 COLD TRANS   4.46    87.8    304.9    1.24      19.4
                      COLD STAB    3.96    70.7    338.5    1.22      19.2
  IHC= 310 PPM HEXANE HOT TRANS    2.74    51.6    283.1    1.60      23.8
  ICO[ACT] =  8.4 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       4.20    78.9    322.4    1.23      19.3
  INOX     =    26 PPM
                      75 FTP       3.73    69.0    316.5    1.33      20.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.78    81.2    305.0    1.14      19.8
                      COLD STAB    2.89    41.0    335.5    1.44      21.7
                      HOT TRANS    2.17    39.5    291.6    1.58      24.6
                      72 FTP       3.79    60.2    320.9    1.30      20.8
                      75 FTP       3.08    48.9    317.2    1.42      22.0
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APPENDIX C,CONT´D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                MPG
VEH                                 -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC    CO    CO2    NOXC    ECON
-------------------------------------------------------------------
245  75 CHEV MONZ 140 COLD TRANS  2.65  73.2  413.3   1.36    16.5
                      COLD STAB   1.99  50.8  371.6   0.54    19.4
  IHC= 255 PPM HEXANE HOT TRANS   1.46  34.3  363.6   1.04    21.0
  ICO[ACT] =  5.7 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      2.30  61.5  391.6   0.93    17.9
  INOX     =   16 PPM
                      75 FTP      1.98  50.9  378.0   0.85    19.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  1.98  53.1  405.5   1.52    17.9
                      COLD STAB   0.90  24.0  373.2   0.58    21.5
                      HOT TRANS   0.88  22.2  353.9   1.15    22.7
                      72 FTP      1.41  37.9  388.6   1.03    19.6
                      75 FTP      1.12  29.5  374.6   0.93    20.9

246  75 CHEV MONZ 262 COLD TRANS  2.28  51.5  531.3   2.00    14.3
                      COLD STAB   0.31   0.4  519.9   2.41    17.0
  IHC=  45 PPM HEXANE HOT TRANS   0.56   2.6  499.4   2.06    17.6
  ICO[ACT] =  0.1 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      1.26  24.9  525.4   2.21    15.6
  INOX     =   60 PPM
                      75 FTP      0.78  11.5  516.7   2.23    16.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.41  44.7  549.9   2.57    14.1
                      COLD STAB   0.43   0.0  503.7   3.32    17.6
                      HOT TRANS   0.73   7.0  481.7   2.39    17.9
                      72 FTP      1.38  21.4  525.8   2.96    15.7
                      75 FTP      0.92  11.1  507.2   2.91    16.8

247  75 CHEV NOVA 250 COLD TRANS  2.12  42.5  484.8   3.03    15.9
                      COLD STAB   0.34   3.7  495.6   2.65    17.7
  IHC= 150 PPM HEXANE HOT TRANS   0.72  11.4  444.4   2.86    19.1
  ICO[ACT] =  2.7 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      1.19  22.3  490.4   2.83    16.8
  INOX     =   61 PPM
                      75 FTP      0.81  13.8  479.4   2.78    17.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  1.77  40.5  511.3   2.17    15.3
                      COLD STAB   0.08   0.4  515.5   1.99    17.2
                      HOT TRANS   0.52   8.0  471.7   2.29    18.3
                      72 FTP      0.89  19.6  513.5   2.08    16.2
                      75 FTP      0.55  10.7  502.7   2.11    17.0
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                      MPG
VEH                                      -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO      CO2    NOXC    ECON
---------------------------------------------------------------------------
248  75 CHEV NOVA 262 COLD TRANS   3.06   51.5    517.3   2.15    14.6
                      COLD STAB    0.42    0.1    539.3   2.13    16.4
  IHC=  40 PPM HEXANE HOT TRANS    0.79    2.9    499.8   2.23    17.5
  ICO[ACT] =  0.1 $CO
  ICO[SPEC]=  N/A $CO 72 FTP       1.68   24.7    528.8   2.14    15.5
  INOX     =   78 PPM
                      75 FTP       1.06   11.4    524.0   2.16    16.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.06   55.8    542.2   1.93    13.9
                      COLD STAB    0.41    0.4    576.6   1.86    15.3
                      HOT TRANS    0.47    2.4    525.6   1.92    16.7
                      72 FTP       1.68   26.9    560.1   1.89    14.6
                      75 FTP       0.97   12.3    555.6   1.89    15.4

249  75 CHEV CAMA 350 COLD TRANS   3.02   75.4    536.9   2.51    13.3
                      COLD STAB    1.66   47.6    548.5   1.04    14.1
  IHC= 255 PPM HEXANE HOT TRANS    2.26   77.6    465.7   1.82    14.9
  ICO[ACT] =  3.7 $CO
  ICO[SPEC]=  N/A $CO 72 FTP       2.31   60.9    543.0   1.75    13.7
  INOX     =   55 PPM
                      75 FTP       2.10   61.5    523.5   1.56    14.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.28   58.0    542.2   2.62    13.9
                      COLD STAB    0.91   26.6    558.0   1.04    14.7
                      HOT TRANS    1.70   62.6    467.2   1.70    15.5
                      72 FTP       1.57   41.6    550.5   1.80    14.3
                      75 FTP       1.41   42.9    530.0   1.54    14.7

250  75 CHEV NOVA 350 COLD TRANS   3.49   88.9    549.4   1.73    12.7
                      COLD STAB    3.55  123.2    517.5   0.49    12.3
  IHC= 255 PPM HEXANE HOT TRANS    2.61   72.9    490.6   1.45    14.5
  ICO[ACT] =  5.8 $CO
  ICO[SPEC]=  N/A $CO 72 FTP       3.52  106.8    532.8   1.08    12.5
  INOX     =   40 PPM
                      75 FTP       3.28  102.4    516.7   1.01    12.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.61   60.0    573.1   1.57    13.1
                      COLD STAB    1.85   46.6    569.3   0.69    13.7
                      HOT TRANS    1.63   34.8    523.6   1.24    15.2
                      72 FTP       2.21   53.0    571.1   1.12    13.4
                      75 FTP       1.95   46.2    557.6   1.02    13.9
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                      MPG
VEH                                      -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO     CO2     NOXC      ECON
---------------------------------------------------------------------------
252  75 CHEV MALI 350 COLD TRANS   2.77   75.8   534.3   1.59      13.4
                      COLD STAB    2.24   59.2   553.6   0.93      13.6
  IHC= 140 PPM HEXANE HOT TRANS    1.94   53.3   490.2   1.40      15.3
  ICO[ACT] =   3.1 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       2.49   67.1   544.3   1.25      13.5
  INOX     =     70 PPM
                      75 FTP       2.27   61.0   532.3   1.19      14.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.16   56.5   540.0   1.06      14.0
                      COLD STAB    1.16   45.2   536.7   0.31      14.5
                      HOT TRANS    1.40   44.5   486.3   0.69      15.8
                      72 FTP       1.64   50.6   538.3   0.67      14.2
                      75 FTP       1.43   47.4   523.6   0.57      14.7

253  75 CHEV MALI 350 COLD TRANS   3.53   63.9   522.4   1.71      14.0
                      COLD STAB    2.12   38.5   549.9   0.55      14.4
  IHC=  30 PPM HEXANE HOT TRANS    2.15   44.5   488.5   1.21      15.7
  ICO[ACT] =   0.1 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       2.79   50.6   536.7   1.10      14.2
  INOX     =     85 PPM
                      75 FTP       2.42   45.3   527.5   0.97      14.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.62   54.6   564.7   1.29      13.5
                      COLD STAB    0.88   23.9   604.0   0.37      13.8
                      HOT TRANS    1.38   35.5   526.9   0.84      15.1
                      72 FTP       1.72   38.6   585.2   0.81      13.6
                      75 FTP       1.38   33.4   574.9   0.69      14.1

258  75 CHEV CAPR 350 COLD TRANS   2.80   72.1   588.0   1.88      12.5
                      COLD STAB    2.61   77.7   571.7   0.52      12.6
  IHC= 100 PPM HEXANE HOT TRANS    1.95   58.1   535.8   1.22      14.0
  ICO[ACT] =   1.6 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       2.70   75.0   579.5   1.17      12.6
  INOX     =     30 PPM
                      75 FTP       2.47   71.2   565.3   0.99      13.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.00   60.0   636.0   1.57      12.0
                      COLD STAB    1.13   38.2   648.0   0.53      12.5
                      HOT TRANS    1.04   38.6   583.0   1.08      13.7
                      72 FTP       1.55   48.6   642.2   1.03      12.3
                      75 FTP       1.28   42.8   627.8   0.89      12.7
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                   MPG
VEH                                   -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE   HC     CO      CO2    NOXC    ECON
-----------------------------------------------------------------------
260  75 CHEV IMPA 350 COLD TRANS  3.04   85.7   633.1   1.55    11.4
                      COLD STAB   2.28   78.6   629.2   0.71    11.7
  IHC=  60 PPM HEXANE HOT TRANS   1.81   56.6   590.1   1.30    13.0
  ICO[ACT] =  0.8 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      2.64   82.0   631.1   1.11    11.6
  INOX     =    36 PPM
                      75 FTP      2.31   74.1   619.3   1.04    11.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.29   56.9   638.0   1.91    12.1
                      COLD STAB   0.80   24.0   640.4   0.79    13.0
                      HOT TRANS   1.23   39.3   571.4   1.55    13.9
                      72 FTP      1.51   39.7   639.2   1.32    12.6
                      75 FTP      1.22   35.0   621.0   1.23    13.1

261  75 CHEV IMPA 350 COLD TRANS  3.63   92.0   543.5   1.74    12.7
                      COLD STAB   3.45  109.1   518.3   0.74    12.7
  IHC= 270 PPM HEXANE HOT TRANS   2.73   72.2   502.6   1.44    14.2
  ICO[ACT] =  6.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      3.53  100.9   530.4   1.22    12.7
  INOX     =    25 PPM
                      75 FTP      3.29   95.5   519.2   1.13    13.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.63   76.0   610.5   1.38    12.0
                      COLD STAB   0.79   27.2   659.9   0.72    12.6
                      HOT TRANS   1.04   39.6   572.3   1.26    13.9
                      72 FTP      1.67   50.6   636.3   1.03    12.3
                      75 FTP      1.24   40.6   625.8   1.00    12.8

262  75 CHEV IMPA 350 COLD TRANS  4.10  110.7   543.0   1.98    12.2
                      COLD STAB   3.34   94.0   516.0   0.89    13.2
  IHC= 215 PPM HEXANE HOT TRANS   4.04   58.1   504.2   2.03    14.6
  ICO[ACT] =  3.5 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      3.70  102.0   528.9   1.41    12.7
  INOX     =    47 PPM
                      75 FTP      3.69   87.7   518.3   1.43    13.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.86  116.5   578.8   1.22    11.5
                      COLD STAB   1.02   30.3   639.3   0.68    12.9
                      HOT TRANS   1.32   47.8   548.3   1.26    14.1
                      72 FTP      2.38   71.5   610.4   0.94    12.2
                      75 FTP      1.69   52.8   602.0   0.95    12.9
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                    MPG
VEH                                -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC  ECON
---------------------------------------------------------------------
263  75 CHEV CAPR 400 COLD TRANS  1.48   28.9   695.2   2.34   11.9
                      COLD STAB   0.20    0.4   678.4   1.85   13.1
  IHC=  25 PPM HEXANE HOT TRANS   0.45    7.2   600.6   2.58   14.5
  ICO[ACT] =   0.1 %CO
  ICO[SPEC]=   N/A %CO 72 FTP     0.81   14.0   686.4   2.09   12.5
  INOX     =    44 PPM
                      75 FTP      0.53    8.1   660.6   2.15   13.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  1.93   26.7   727.8   2.72   11.4
                      COLD STAB   0.18    0.0   694.8   2.17   12.8
                      HOT TRANS   0.47    5.2   629.7   2.98   13.9
                      72 FTP      1.02   12.8   710.6   2.43   12.1
                      75 FTP      0.62    6.9   683.8   2.51   12.7

264  75 CHEV IMPA 400 COLD TRANS  3.03   76.1   754.9   2.47   10.0
                      COLD STAB   0.47    3.0   765.4   1.49   11.5
  IHC=  45 PPM HEXANE HOT TRANS   0.89   23.5   683.8   2.24   12.3
  ICO[ACT] =   0.1 %CO
  ICO[SPEC]=   N/A %CO 72 FTP     1.70   38.0   760.3   1.96   10.8
  INOX     =    36 PPM
                      75 FTP      1.11   23.6   741.0   1.90   11.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.92   77.3   703.2   2.13   10.6
                      COLD STAB   0.69    6.4   744.8   1.34   11.7
                      HOT TRANS   1.45   37.4   662.6   1.92   12.2
                      72 FTP      1.76   40.3   724.9   1.72   11.2
                      75 FTP      1.35   29.5   713.8   1.66   11.6

266  75 CHEV CAPR 454 COLD TRANS  1.74   33.5   774.3   2.26   10.7
                      COLD STAB   0.24    0.0   820.3   1.48   10.8
  IHC=  25 PPM HEXANE HOT TRANS   0.53   12.2   713.7   2.26   12.1
  ICO[ACT] =   0.0 %CO
  ICO[SPEC]=   N/A %CO 72 FTP     0.96   16.0   798.3   1.85   10.7
  INOX     =    45 PPM
                      75 FTP      0.63   10.2   781.7   1.85   11.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  1.95   31.0   771.9   2.66   10.7
                      COLD STAB   0.24    0.1   824.9   1.47   10.7
                      HOT TRANS   0.53    2.3   725.5   2.51   12.1
                      72 FTP      1.06   14.9   799.5   2.04   10.7
                      75 FTP      0.67    7.1   786.9   2.00   11.1
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                   MPG
VEH                                      -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE      HC     CO      CO2    NOXC   ECON
-----------------------------------------------------------------------
267  75 CHRY CORD 360 COLD TRANS    4.65  109.9    553.2    2.57   12.0
                      COLD STAB     2.98   94.8    572.4    1.64   12.1
  IHC= 140 PPM HEXANE HOT TRANS     3.11   93.0    508.9    2.57   13.3
  ICO[ACT] =  2.7 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP        3.77  102.0    563.2    2.09   12.1
  INOX     =   70 PPM
                      75 FTP        3.36   97.4    551.1    2.09   12.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    4.29   95.3    560.9    2.75   12.3
                      COLD STAB     1.57   37.3    608.3    1.62   13.2
                      HOT TRANS     2.35   76.1    524.1    2.81   13.6
                      72 FTP        2.87   65.1    585.6    2.16   12.7
                      75 FTP        2.34   59.8    575.6    2.18   13.1

268  75 CHRY IMPE 440 COLD TRANS    5.51  122.2    663.5    2.35   10.2
                      COLD STAB     2.68   89.6    711.2    1.17   10.3
  IHC=2000 PPM HEXANE HOT TRANS     2.23   65.7    637.1    2.16   11.9
  ICO[ACT] =  5.0 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP        4.03  105.2    688.3    1.74   10.2
  INOX     =   15 PPM
                      75 FTP        3.14   89.8    681.2    1.69   10.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    3.32   97.2    776.2    1.87    9.4
                      COLD STAB     0.48   20.5    852.3    1.10   10.0
                      HOT TRANS     1.61   57.8    701.2    1.80   11.1
                      72 FTP        1.84   57.2    815.9    1.47    9.7
                      75 FTP        1.37   46.5    795.4    1.45   10.2

270  75 DODG DART 318 COLD TRANS    5.01   65.7    504.7    2.65   14.2
                      COLD STAB     4.30   85.3    484.9    1.31   14.0
  IHC= 225 PPM HEXANE HOT TRANS     3.51   45.9    480.3    2.54   15.7
  ICO[ACT] =  3.1 %CO
  ICO[SPEC]=  N/A %CO 72 FTP        4.64   75.9    494.4    1.95   14.1
  INOX     =   45 PPM
                      75 FTP        4.23   70.5    487.8    1.92   14.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    2.66   37.3    568.6    2.61   14.0
                      COLD STAB     1.08   17.3    567.5    1.00   14.8
                      HOT TRANS     1.54   15.0    514.8    2.40   16.3
                      72 FTP        1.83   26.9    568.0    1.77   14.4
                      75 FTP        1.53   20.8    553.3    1.71   15.0
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

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                                                                   MPG
VEH                                      -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO     CO2    NOXC    ECON
----------------------------------------------------------------------
272  75 DODG CHAR 360 COLD TRANS   6.42  124.0   493.0   2.01    12.5
                      COLD STAB    3.68   87.1   536.4   1.57    13.0
  IHC= 170 PPM HEXANE HOT TRANS    3.73   92.9   457.5   1.99    14.4
  ICO[ACT] =   4.3 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      4.99  104.8   515.6   1.78    12.8
  INOX     =    62 PPM
                      75 FTP       4.26   96.3   505.9   1.77    13.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.16   77.9   529.0   2.16    13.3
                      COLD STAB    1.49   37.4   618.0   1.05    13.0
                      HOT TRANS    2.78   71.0   495.5   1.62    14.4
                      72 FTP       3.25   56.8   575.4   1.58    13.1
                      75 FTP       2.60   54.9   566.3   1.43    13.4

273  75 DODG MONA 400 COLD TRANS   7.11  155.6   694.2   2.03     9.2
                      COLD STAB    4.23  148.0   679.6   1.18     9.6
  IHC= 350 PPM HEXANE HOT TRANS    3.77  103.0   608.8   2.18    11.3
  ICO[ACT] =   8.3 %CO
  ICO[SPEC]=   0.3 %CO 72 FTP      5.61  151.7   686.6   1.59     9.4
  INOX     =    35 PPM
                      75 FTP       4.70  137.3   663.3   1.63     9.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   9.38  148.1   737.9   1.87     8.9
                      COLD STAB    1.17   43.0   777.7   1.30    10.5
                      HOT TRANS    1.40   42.8   679.4   2.56    11.8
                      72 FTP       5.10   93.3   758.7   1.57     9.6
                      75 FTP       2.92   64.6   742.7   1.76    10.4

275  75 FORD MUST 140 COLD TRANS   2.35   65.7   404.1   2.46    17.2
                      COLD STAB    1.30   25.7   374.5   1.73    21.2
  IHC=  45 PPM HEXANE HOT TRANS    1.71   25.7   350.8   2.47    22.4
  ICO[ACT] =   0.4 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      1.80   44.8   388.7   2.08    19.1
  INOX     =    38 PPM
                      75 FTP       1.63   33.9   374.1   2.09    20.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   1.58   53.7   456.0   2.38    16.3
                      COLD STAB    0.88   16.0   417.6   1.51    19.9
                      HOT TRANS    1.20   18.5   387.3   2.37    21.1
                      72 FTP       1.21   34.1   436.0   1.93    18.0
                      75 FTP       1.11   24.5   417.2   1.93    19.3
```

APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                           MPG
VEH                                        -----GRAMS PER MILE-----       FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC      CO      CO2      NOXC      ECON
------------------------------------------------------------------------------
277  75 FORD MUST 171 COLD TRANS   2.91    37.1    478.8    2.11      16.2
                      COLD STAB    0.93    16.2    535.2    1.33      15.7
  IHC=  40 PPM HEXANE HOT TRANS    1.48    18.8    431.6    2.08      19.1
  ICO[ACT] =  0.1 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       1.88    26.2    508.2    1.70      16.0
  INOX     =    40 PPM
                      75 FTP       1.49    21.2    495.3    1.69      16.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   1.75    25.7    482.4    2.03      16.8
                      COLD STAB    0.72     8.8    538.0    1.46      16.0
                      HOT TRANS    1.47    13.4    441.8    1.87      19.0
                      72 FTP       1.22    16.9    511.4    1.73      16.4
                      75 FTP       1.14    13.5    500.3    1.69      16.9

281  75 FORD GRAN 302 COLD TRANS   4.66    44.2    592.4    2.32      13.1
                      COLD STAB    2.71    44.8    613.9    1.75      12.8
  IHC= 530 PPM HEXANE HOT TRANS    2.46    24.8    557.7    2.54      14.7
  ICO[ACT] =  8.4 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       3.64    44.5    603.7    2.02      13.0
  INOX     =    12 PPM
                      75 FTP       3.04    39.2    594.2    2.08      13.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.05    16.6    632.2    1.42      13.4
                      COLD STAB    0.90     1.4    616.5    1.71      14.3
                      HOT TRANS    1.25     6.4    555.1    1.80      15.6
                      72 FTP       1.45     8.7    624.0    1.57      13.8
                      75 FTP       1.24     5.9    603.0    1.67      14.4

282  75 FORD STAW 351 COLD TRANS   1.69    61.4    771.9    1.77      10.2
                      COLD STAB    0.97    33.9    774.6    0.96      10.7
  IHC= 225 PPM HEXANE HOT TRANS    1.15    43.6    689.3    1.69      11.7
  ICO[ACT] =  2.2 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       1.32    47.1    773.3    1.35      10.4
  INOX     =    46 PPM
                      75 FTP       1.17    42.2    750.8    1.33      10.8
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   1.54    65.5    759.3    1.70      10.2
                      COLD STAB    1.19    26.5    753.7    1.13      11.1
                      HOT TRANS    1.17    42.9    655.8    1.73      12.2
                      72 FTP       1.36    45.2    756.4    1.40      10.7
                      75 FTP       1.26    39.0    728.2    1.41      11.2
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                     MPG
VEH                                       -----GRAMS PER MILE-----   FUEL
NO.   YR MAKE MODL CID TEST   TYPE     HC     CO      CO2    NOXC   ECON
--------------------------------------------------------------------------
284   75 FORD TORI 400 COLD TRANS    1.50   31.0    751.6    3.16   11.0
                       COLD STAB     1.13   28.4    749.0    1.63   11.1
  IHC=  25 PPM HEXANE HOT TRANS     1.03   19.6    659.2    2.85   12.8
  ICO[ACT] =   1.3 %CO
  ICO[SPEC]=   N/A %CO 72 FTP        1.31   29.6    750.2    2.36   11.1
  INOX      =    55 PPM
                       75 FTP        1.18   26.5    725.0    2.27   11.5
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS    0.98   25.5    818.3    1.86   10.3
                       COLD STAB     0.73   17.8    833.6    1.31   10.3
                       HOT TRANS     0.83   23.0    713.3    1.75   11.8
                       72 FTP        0.85   21.5    826.3    1.57   10.3
                       75 FTP        0.81   20.8    797.6    1.54   10.7

285   75 FORD LTD  351 COLD TRANS    4.33   90.9    605.0    2.38   11.7
                       COLD STAB     3.56   98.1    616.7    0.95   11.3
  IHC= 195 PPM HEXANE HOT TRANS     3.58   77.5    544.2    2.52   13.1
  ICO[ACT] =   3.9 %CO
  ICO[SPEC]=   N/A %CO 72 FTP        3.93   94.6    611.1    1.63   11.5
  INOX      =    59 PPM
                       75 FTP        3.72   91.0    594.5    1.67   11.8
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS    3.68   63.4    735.9    2.30   10.5
                       COLD STAB     1.51   33.1    762.9    1.15   10.8
                       HOT TRANS     1.87   60.0    640.7    1.98   12.0
                       72 FTP        2.55   47.6    750.0    1.70   10.7
                       75 FTP        2.06   46.7    724.0    1.61   11.0

286   75 FORD ELIT 351 COLD TRANS    5.36  146.7    585.6    1.57   10.7
                       COLD STAB     3.19   85.6    627.3    1.33   11.5
  IHC= 100 PPM HEXANE HOT TRANS     3.39  104.3    550.0    1.38   12.2
  ICO[ACT] =   1.3 %CO
  ICO[SPEC]=   N/A %CO 72 FTP        4.23  114.9    607.4    1.44   11.1
  INOX      =    60 PPM
                       75 FTP        3.69  103.3    597.6    1.39   11.5
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS    1.80   55.6    735.8    1.50   10.7
                       COLD STAB     1.14   21.9    755.6    1.79   11.2
                       HOT TRANS     0.98   40.8    673.3    1.50   12.0
                       72 FTP        1.46   38.0    746.1    1.65   11.0
                       75 FTP        1.23   34.0    729.1    1.65   11.3
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                      MPG
VEH                                     -----GRAMS PER MILE-----     FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2     NOXC     ECON
-------------------------------------------------------------------------
287  75 FORD LTD  351 COLD TRANS  1.59   34.5   712.8    2.54     11.5
                      COLD STAB   0.92   24.5   711.1    1.28     11.8
  IHC=  30 PPM HEXANE HOT TRANS   1.27   26.9   628.7    2.56     13.1
  ICO[ACT] =  0.8 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      1.24   29.3   711.9    1.88     11.6
  INOX     =   48 PPM
                      75 FTP      1.16   27.2   688.9    1.89     12.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.19   41.7   741.6    2.19     10.9
                      COLD STAB   0.82   25.7   758.8    1.15     11.1
                      HOT TRANS   1.22   31.3   669.0    2.09     12.3
                      72 FTP      1.48   33.4   750.6    1.65     11.0
                      75 FTP      1.21   30.5   730.8    1.62     11.3

288  75 FORD TORI 351 COLD TRANS  5.87  122.5   608.9    2.26     10.8
                      COLD STAB   4.25  132.5   595.4    1.01     10.9
  IHC= 400 PPM HEXANE HOT TRANS   3.69   97.5   556.3    2.34     12.3
  ICO[ACT] =  9.6 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      5.03  127.8   601.8    1.61     10.8
  INOX     =   22 PPM
                      75 FTP      4.43  120.9   587.5    1.63     11.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.23   95.1   647.4    2.86     11.0
                      COLD STAB   2.56   57.8   721.1    0.97     10.8
                      HOT TRANS   2.68   58.4   609.2    2.27     12.5
                      72 FTP      3.36   75.6   685.8    1.88     10.9
                      75 FTP      2.94   65.6   675.4    1.72     11.3

289  75 FORD LTD  400 COLD TRANS 13.65  323.7   632.1    0.67      7.5
                      COLD STAB   9.87  292.9   625.9    0.60      7.9
  IHC= 600 PPM HEXANE HOT TRANS  12.46  300.5   545.0    0.59      8.4
  ICO[ACT] = 10.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP     11.68  307.6   628.9    0.63      7.7
  INOX     =   17 PPM
                      75 FTP     11.35  301.3   605.1    0.61      8.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.48   96.4   834.8    0.81      8.9
                      COLD STAB   1.23   41.9   867.3    0.77      9.5
                      HOT TRANS   1.36   54.6   738.5    0.85     10.7
                      72 FTP      1.83   68.0   851.7    0.79      9.2
                      75 FTP      1.52   56.6   825.5    0.80      9.7
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                        MPG
VEH                                   -----GRAMS PER MILE-----         FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC          ECON
---------------------------------------------------------------------------
290  75 FORD LTD  400 COLD TRANS   2.11   63.7   790.2   1.55           9.9
                      COLD STAB    1.07   39.1   763.3   0.85          10.7
  IHC=  45 PPM HEXANE HOT TRANS    1.47   47.8   700.0   1.25          11.4
  ICO[ACT] =  1.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       1.57   50.9   776.1   1.19          10.3
  INOX     =   36 PPM
                      75 FTP       1.39   46.5   751.5   1.10          10.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   1.59   83.4   997.0   1.11           7.8
                      COLD STAB    0.44   34.6  1035.8   1.03           8.1
                      HOT TRANS    1.15   53.3   862.5   1.08           9.3
                      72 FTP       0.99   57.9  1017.3   1.07           8.0
                      75 FTP       0.87   49.7   980.6   1.06           8.4

293  75 FORD LTD  460 COLD TRANS   4.57   85.8   764.2   2.68           9.7
                      COLD STAB    2.29   94.3   777.8   0.96           9.5
  IHC=  75 PPM HEXANE HOT TRANS    2.38   51.3   684.2   2.35          11.5
  ICO[ACT] =  2.2 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       3.38   90.2   771.3   1.78           9.6
  INOX     =   35 PPM
                      75 FTP       2.78   80.8   749.5   1.69          10.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.75   57.0   747.2   2.40          10.5
                      COLD STAB    1.44   29.4   765.7   1.29          10.9
                      HOT TRANS    1.70   22.0   667.0   2.57          12.6
                      72 FTP       2.07   42.6   756.8   1.82          10.7
                      75 FTP       1.78   33.1   735.0   1.87          11.2

294  75 LINC CONT 460 COLD TRANS   1.71   40.0   847.5   2.39           9.7
                      COLD STAB    1.00   36.6   865.4   1.09           9.6
  IHC=  35 PPM HEXANE HOT TRANS    1.60   29.2   758.1   2.05          11.0
  ICO[ACT] =  1.9 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       1.34   38.2   856.9   1.71           9.6
  INOX     =   48 PPM
                      75 FTP       1.31   35.3   832.5   1.62           9.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   1.61   32.9   847.6   2.41           9.8
                      COLD STAB    0.94   33.9   836.4   1.05           9.9
                      HOT TRANS    1.71   26.2   753.3   2.34          11.1
                      72 FTP       1.26   33.4   841.8   1.70           9.9
                      75 FTP       1.29   31.6   816.1   1.68          10.2
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                    -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO    CO2    NOXC   ECON
-----------------------------------------------------------------------
295  75 MERC MONA 302 COLD TRANS  3.15   62.8   594.7   0.65   12.6
                      COLD STAB   0.71   32.3   633.5   0.43   12.9
  IHC= 240 PPM HEXANE HOT TRANS   1.29   33.9   547.9   0.69   14.7
  ICO[ACT] =  5.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      1.88   46.9   614.9   0.53   12.8
  INOX     =   38 PPM
                      75 FTP      1.37   39.0   602.2   0.54   13.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.90   58.7   578.0   0.72   13.1
                      COLD STAB   0.69   14.2   621.6   0.63   13.7
                      HOT TRANS   1.31   33.2   547.2   0.66   14.7
                      72 FTP      1.75   35.5   600.7   0.67   13.4
                      75 FTP      1.32   28.5   592.3   0.66   13.8

297  75 MERC MONT 351 COLD TRANS  1.35   32.5   610.1   1.97   13.3
                      COLD STAB   1.07   31.5   688.1   1.12   12.0
  IHC=  15 PPM HEXANE HOT TRANS   1.07   30.9   612.1   2.16   13.4
  ICO[ACT] =  0.2 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      1.21   32.0   650.7   1.53   12.6
  INOX     =   46 PPM
                      75 FTP      1.13   31.5   651.3   1.58   12.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  1.77   35.2   724.2   3.13   11.3
                      COLD STAB   1.28   32.7   705.3   1.42   11.7
                      HOT TRANS   1.15   30.7   629.4   2.92   13.0
                      72 FTP      1.51   33.9   714.4   2.24   11.5
                      75 FTP      1.34   32.7   688.5   2.18   11.9

298  75 MERC COUG 351 COLD TRANS  3.00   47.8   710.1   3.22   11.2
                      COLD STAB   1.55   50.3   657.8   1.57   12.0
  IHC=  50 PPM HEXANE HOT TRANS   1.90   40.0   616.7   2.78   12.9
  ICO[ACT] =  0.7 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      2.24   49.1   682.8   2.36   11.6
  INOX     =   51 PPM
                      75 FTP      1.94   47.0   657.3   2.24   12.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.62   39.1   839.1   2.64    9.8
                      COLD STAB   1.36   20.2   803.1   2.05   10.6
                      HOT TRANS   1.20   27.6   734.2   2.42   11.4
                      72 FTP      1.97   29.3   820.3   2.33   10.2
                      75 FTP      1.58   26.1   791.7   2.27   10.6
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                      MPG
VEH                                       -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2     NOXC      ECON
--------------------------------------------------------------------------
300  75 OLDS OMEG 260 COLD TRANS   3.68   96.6   543.3   2.07     12.6
                      COLD STAB    1.63   47.2   556.0   1.02     14.0
  IHC=  85 PPM HEXANE HOT TRANS    1.97   56.6   494.4   2.01     15.1
  ICO[ACT] =  0.1 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       2.61   70.8   549.9   1.52     13.3
  INOX     =  113 PPM
                      75 FTP       2.14   59.9   536.6   1.51     13.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.65   91.9   558.6   2.04     12.4
                      COLD STAB    1.27   37.3   559.9   0.84     14.3
                      HOT TRANS    1.51   46.0   494.0   1.36     15.5
                      72 FTP       2.41   63.4   559.3   1.41     13.3
                      75 FTP       1.83   50.9   541.7   1.23     14.1

303  75 OLDS STAW 350 COLD TRANS   4.81   74.4   551.0   1.32     13.0
                      COLD STAB    4.11   73.7   502.4   0.92     14.1
  IHC= 960 PPM HEXANE HOT TRANS    3.47   70.1   483.0   1.24     14.7
  ICO[ACT] =  8.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       4.45   74.0   525.7   1.11     13.5
  INOX     =    7 PPM
                      75 FTP       4.08   72.9   507.1   1.09     14.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.57   52.7   622.3   1.18     12.4
                      COLD STAB    0.76   21.2   598.5   0.69     14.0
                      HOT TRANS    1.64   44.4   545.5   1.06     14.3
                      72 FTP       1.63   36.3   609.9   0.92     13.2
                      75 FTP       1.37   34.0   589.0   0.89     13.7

307  75 PLYM DUST 225 COLD TRANS   2.43   55.9   440.8   2.91     16.5
                      COLD STAB    1.92   51.6   393.6   1.79     18.5
  IHC= 170 PPM HEXANE HOT TRANS    1.75   38.5   395.0   2.26     19.2
  ICO[ACT] =  4.3 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP       2.16   53.7   416.2   2.33     17.5
  INOX     =   49 PPM
                      75 FTP       1.98   48.9   403.7   2.15     18.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.21   48.6   467.1   2.03     16.1
                      COLD STAB    0.85   23.5   453.6   1.12     18.0
                      HOT TRANS    0.93   29.1   428.0   1.59     18.6
                      72 FTP       1.51   35.6   460.1   1.55     17.0
                      75 FTP       1.15   30.2   449.4   1.43     17.7
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                     MPG
VEH                                     -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST   TYPE    HC      CO      CO2    NOXC    ECON
-------------------------------------------------------------------------
308  75 PLYM SCAM 318 COLD TRANS   1.44   25.0   648.7   2.24   12.8
                      COLD STAB    0.42   13.8   599.1   0.48   14.3
  IHC=  30 PPM HEXANE HOT TRANS    1.06   11.6   543.8   1.53   15.7
  ICO[ACT] =  0.1 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP       0.91   19.2   622.8   1.32   13.5
  INOX     =    45 PPM
                      75 FTP       0.80   15.5   594.2   1.13   14.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.50   43.8   619.2   1.13   12.8
                      COLD STAB    0.40   15.1   619.3   0.32   13.8
                      HOT TRANS    0.87   10.6   552.9   1.46   15.5
                      72 FTP       1.41   28.8   619.3   0.71   13.3
                      75 FTP       0.96   19.8   601.2   0.80   14.0

309  75 PLYM VALI 318 COLD TRANS   2.15   50.5   586.8   1.62   13.2
                      COLD STAB    1.50   60.0   561.6   0.43   13.4
  IHC= 240 PPM HEXANE HOT TRANS    1.50   31.8   518.7   1.61   15.5
  ICO[ACT] = 10.0 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP       1.81   55.4   573.7   1.00   13.3
  INOX     =    50 PPM
                      75 FTP       1.63   50.3   555.1   1.00   13.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   1.65   27.5   594.2   1.91   13.8
                      COLD STAB    0.74   24.1   572.3   0.45   14.5
                      HOT TRANS    0.87   11.1   533.7   1.81   16.0
                      72 FTP       1.18   25.8   582.8   1.15   14.2
                      75 FTP       0.96   21.3   566.3   1.12   14.7

310  75 PLYM FURY 318 COLD TRANS  10.20  187.4   482.2   1.03   11.0
                      COLD STAB    4.96   90.4   507.0   1.08   13.4
  IHC=  75 PPM HEXANE HOT TRANS    3.21   45.5   515.9   2.21   14.9
  ICO[ACT] =  5.4 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP       7.47  136.8   495.2   1.05   12.1
  INOX     =    30 PPM
                      75 FTP       5.56   98.1   504.3   1.37   13.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   9.45  187.0   513.5   0.99   10.6
                      COLD STAB    1.28   22.9   590.9   0.84   14.1
                      HOT TRANS    1.02   12.9   542.4   2.19   15.7
                      72 FTP       5.19  101.4   553.8   0.91   12.2
                      75 FTP       2.89   53.9   561.7   1.24   13.5
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
311	75	PLYM	FURY	360	COLD TRANS	4.57	122.9	514.3	1.48	12.3
					COLD STAB	3.03	82.8	562.8	1.20	12.6
IHC= 180 PPM HEXANE					HOT TRANS	3.30	98.0	475.3	1.74	13.9
ICO[ACT] = 4.2 %CO										
ICO[SPEC]= 0.3 %CO					72 FTP	3.77	102.0	539.6	1.33	12.5
INOX = 56 PPM										
					75 FTP	3.42	95.2	529.0	1.40	12.9
OTHER TESTS:					SC/3M MTCE EFF					
AFTER MAINTENANCE					COLD TRANS	3.77	104.2	546.0	1.48	12.3
					COLD STAB	1.72	38.3	621.6	0.91	12.9
					HOT TRANS	2.65	93.3	502.6	1.32	13.5
					72 FTP	2.70	69.8	585.5	1.18	12.6
					75 FTP	2.39	66.8	573.6	1.14	12.9
312	75	PLYM	FURY	400	COLD TRANS	8.27	118.8	610.4	2.44	10.8
					COLD STAB	4.46	76.1	617.4	1.46	11.8
IHC= 300 PPM HEXANE					HOT TRANS	4.37	85.4	570.7	1.87	12.3
ICO[ACT] = 5.0 %CO										
ICO[SPEC]= 0.3 %CO					72 FTP	6.28	96.5	614.0	1.93	11.3
INOX = 58 PPM										
					75 FTP	5.22	87.4	603.2	1.77	11.7
OTHER TESTS:					SC/3M MTCE EFF					
AFTER MAINTENANCE					COLD TRANS	10.71	127.2	627.8	1.67	10.3
					COLD STAB	3.72	77.1	655.2	0.99	11.3
					HOT TRANS	3.68	78.7	593.4	1.45	12.2
					72 FTP	7.07	101.1	642.1	1.32	10.8
					75 FTP	5.15	87.8	632.7	1.26	11.3
313	75	PLYM	FURY	360	COLD TRANS	4.51	92.8	554.1	1.96	12.4
					COLD STAB	2.40	60.5	574.5	1.02	13.1
IHC= 230 PPM HEXANE					HOT TRANS	3.02	75.2	500.8	1.83	14.1
ICO[ACT] = 4.2 %CO										
ICO[SPEC]= 0.3 %CO					72 FTP	3.41	75.9	564.7	1.47	12.8
INOX = 45 PPM										
					75 FTP	3.00	71.1	550.2	1.44	13.2
OTHER TESTS:					SC/3M MTCE EFF					
AFTER MAINTENANCE					COLD TRANS	4.24	110.8	601.9	1.33	11.2
					COLD STAB	1.01	29.2	654.6	0.88	12.6
					HOT TRANS	2.13	76.6	546.5	1.26	13.2
					72 FTP	2.55	68.2	629.4	1.10	11.9
					75 FTP	1.98	58.9	614.3	1.08	12.4

APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                            MPG
VEH                              -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE   HC    CO    CO2  NOXC   ECON
---------------------------------------------------------------
314  75 PONT ASTR 140 COLD TRANS 7.04 127.5  341.1  1.07   15.7
                      COLD STAB  3.50 110.6  313.8  0.44   17.8
  IHC= 220 PPM HEXANE HOT TRANS  2.52  78.7  306.7  1.00   20.2
  ICO[ACT] =   8.8 %CO
  ICO[SPEC]=   N/A %CO 72 FTP     5.20 118.7  326.8  0.74   16.8
  INOX     =    20 PPM
                      75 FTP     3.96 105.4  317.5  0.73   17.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS 3.31  89.5  383.0  1.16   16.6
                      COLD STAB  0.87  26.9  403.1  0.42   19.8
                      HOT TRANS  1.07  30.7  357.7  0.71   21.7
                      72 FTP     2.04  56.9  393.5  0.77   18.1
                      75 FTP     1.43  40.9  386.6  0.65   19.5

316  75 PONT LEMA 350 COLD TRANS 4.36  95.5  565.8  1.73   12.2
                      COLD STAB  0.97  29.9  622.8  1.15   13.2
  IHC= 200 PPM HEXANE HOT TRANS  1.52  42.7  532.2  1.65   14.7
  ICO[ACT] =   4.8 %CO
  ICO[SPEC]=   N/A %CO 72 FTP     2.59  61.3  595.5  1.43   12.7
  INOX     =    58 PPM
                      75 FTP     1.82  46.9  586.4  1.41   13.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS 4.39  84.1  578.0  1.63   12.3
                      COLD STAB  0.71  21.6  615.6  1.14   13.6
                      HOT TRANS  1.35  39.0  535.5  1.47   14.8
                      72 FTP     2.47  51.5  597.6  1.38   12.9
                      75 FTP     1.64  39.2  586.0  1.33   13.6

318  75 PONT LEMA 350 COLD TRANS 2.14  48.2  617.1  5.01   12.7
                      COLD STAB  0.32   1.7  625.5  5.77   14.1
  IHC=  50 PPM HEXANE HOT TRANS  0.62   9.6  538.9  5.92   16.0
  ICO[ACT] =   0.0 %CO
  ICO[SPEC]=   N/A %CO 72 FTP     1.19  24.0  621.5  5.41   13.4
  INOX     =    80 PPM
                      75 FTP     0.78  13.4  600.1  5.65   14.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS 2.92  54.8  570.7  4.71   13.3
                      COLD STAB  0.46   4.3  579.2  4.73   15.1
                      HOT TRANS  0.94  12.3  511.9  5.83   16.6
                      72 FTP     1.64  28.4  575.1  4.72   14.2
                      75 FTP     1.10  16.9  559.1  5.02   15.1
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                    MPG
VEH                                   -----GRAMS PER MILE-----     FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO     CO2    NOXC     ECON
-----------------------------------------------------------------------
320  75 PONT STAW 400 COLD TRANS   2.94   91.7   670.5    1.62     10.8
                      COLD STAB    0.55   22.0   695.3    1.65     12.1
  IHC=  40 PPM HEXANE HOT TRANS    1.89   71.8   599.4    1.69     12.4
  ICO[ACT] =  0.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       1.69   55.4   683.4    1.64     11.4
  INOX     =   69 PPM
                      75 FTP       1.41   50.0   664.0    1.66     11.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.32  123.3   663.4    1.67     10.2
                      COLD STAB    0.92   30.8   693.4    1.18     11.9
                      HOT TRANS    2.22   82.3   603.5    1.42     12.0
                      72 FTP       2.55   75.0   679.0    1.41     11.0
                      75 FTP       1.98   63.9   662.7    1.34     11.5

321  75 PONT GRNV 455 COLD TRANS   3.16   81.7   738.8    1.35     10.1
                      COLD STAB    0.76   32.4   747.4    0.60     11.1
  IHC=  20 PPM HEXANE HOT TRANS    1.35   40.4   660.9    1.32     12.2
  ICO[ACT] =  0.1 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       1.91   56.0   743.3    0.96     10.6
  INOX     =   53 PPM
                      75 FTP       1.42   44.7   722.0    0.95     11.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.52   63.6   755.7    1.30     10.3
                      COLD STAB    0.58   26.4   768.9    0.80     10.9
                      HOT TRANS    1.15   39.6   669.0    1.41     12.1
                      72 FTP       1.51   44.2   762.6    1.04     10.6
                      75 FTP       1.14   37.6   738.9    1.07     11.1

322  75 AUDI FOX   97 COLD TRANS   2.08   16.3   343.2    1.61     23.6
                      COLD STAB    1.49    5.2   393.4    0.89     21.8
  IHC=  90 PPM HEXANE HOT TRANS    1.60    9.5   310.6    1.36     26.8
  ICO[ACT] =  0.2 %CO
  ICO[SPEC]=  1.0 %CO 72 FTP       1.77   10.5   369.4    1.23     22.7
  INOX     =   83 PPM
                      75 FTP       1.64    8.6   360.5    1.17     23.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.24   15.5   359.5    1.88     22.7
                      COLD STAB    1.81    3.8   404.6    0.93     21.3
                      HOT TRANS    1.70    4.8   322.8    1.70     26.4
                      72 FTP       2.01    9.4   383.0    1.38     22.0
                      75 FTP       1.87    6.5   373.0    1.33     22.8
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                MPG
VEH                                    -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST   TYPE    HC     CO     CO2    NOXC   ECON
-----------------------------------------------------------------------
323  76 CAPR GHIA 171 COLD TRANS   3.27   49.4   491.6   1.49   15.3
                      COLD STAB    2.88   98.5   427.8   0.61   15.0
  IHC= 200 PPM HEXANE HOT TRANS    1.11   16.8   471.9   1.05   17.7
  ICO[ACT] =  6.5 $CO
  ICO[SPEC]=  N/A $CO 72 FTP       3.07   75.0   458.3   1.03   15.1
  INOX     =   78 PPM
                      75 FTP       2.48   66.1   453.0   0.91   15.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.82   49.9   488.6   1.30   15.4
                      COLD STAB    0.51    5.6   573.8   0.65   15.2
                      HOT TRANS    0.86   12.1   481.8   1.00   17.6
                      72 FTP       1.61   26.8   533.0   0.96   15.3
                      75 FTP       1.08   16.5   531.2   0.88   15.8

325  75 COLT SEDA  98 COLD TRANS   3.97   65.2   401.6   1.22   17.2
                      COLD STAB    2.11   44.2   443.1   0.75   17.1
  IHC=  70 PPM HEXANE HOT TRANS    3.10   42.8   360.0   1.23   20.3
  ICO[ACT] =  3.1 $CO
  ICO[SPEC]=  3.0 $CO 72 FTP       3.00   54.3   423.2   0.98   17.1
  INOX     =   36 PPM
                      75 FTP       2.76   48.2   411.9   0.98   17.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.82   68.2   380.5   1.23   17.8
                      COLD STAB    1.61   35.3   434.4   0.85   17.9
                      HOT TRANS    4.28   61.5   323.5   1.06   20.5
                      72 FTP       2.67   51.1   408.6   1.03   17.8
                      75 FTP       2.79   49.2   393.0   0.99   18.5

326  75 DATS 710  119 COLD TRANS   2.84   56.2   329.3   2.21   20.8
                      COLD STAB    2.11   43.3   338.8   1.35   21.5
  IHC=  95 PPM HEXANE HOT TRANS    2.83   45.4   298.6   2.49   23.4
  ICO[ACT] =  1.4 $CO
  ICO[SPEC]=  2.0 $CO 72 FTP       2.46   49.5   334.2   1.76   21.1
  INOX     =   42 PPM
                      75 FTP       2.46   46.5   325.9   1.84   21.8
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.24   50.8   343.0   2.00   20.5
                      COLD STAB    3.47   40.0   349.9   1.15   20.9
                      HOT TRANS    3.05   40.3   300.5   1.89   23.8
                      72 FTP       3.36   45.2   346.6   1.55   20.7
                      75 FTP       3.31   42.3   335.0   1.52   21.5
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                 -----GRAMS PER MILE-----     FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC    ECON
-----------------------------------------------------------------------
327  75 DATS B210  85 COLD TRANS   2.40   37.4   292.5   2.47    24.7
                      COLD STAB    1.57   27.6   309.8   1.06    24.8
  IHC= 120 PPM HEXANE HOT TRANS    2.12   25.1   264.6   2.30    28.6
  ICO[ACT] =  1.4 %CO
  ICO[SPEC]=  2.0 %CO 72 FTP       1.96   32.3   301.5   1.73    24.8
  INOX     =   51 PPM
                      75 FTP       1.89   29.0   293.9   1.69    25.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.36   38.7   297.7   2.64    24.2
                      COLD STAB    1.55   25.2   327.8   1.18    23.8
                      HOT TRANS    1.82   24.1   275.5   2.55    27.8
                      72 FTP       1.94   31.7   313.4   1.87    24.0
                      75 FTP       1.79   27.7   307.3   1.85    24.9

328  75 DATS SEDA 119 COLD TRANS   2.81   75.0   373.4   2.05    17.7
                      COLD STAB    2.04   40.4   326.6   2.02    22.4
  IHC=  85 PPM HEXANE HOT TRANS    2.05   39.8   326.2   2.39    22.5
  ICO[ACT] =  1.7 %CO
  ICO[SPEC]=  2.0 %CO 72 FTP       2.41   56.9   349.0   2.04    19.9
  INOX     =   48 PPM
                      75 FTP       2.20   47.4   336.2   2.13    21.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.50   73.0   413.7   1.52    16.5
                      COLD STAB    1.71   36.9   349.4   1.43    21.5
                      HOT TRANS    1.57   40.3   350.0   1.63    21.2
                      72 FTP       2.09   54.2   380.1   1.47    18.8
                      75 FTP       1.83   45.3   362.8   1.50    20.2

329  75 FIAT STAW  78 COLD TRANS   3.12   83.3   324.8   2.77    19.1
                      COLD STAB    1.77   34.3   342.3   3.45    22.1
  IHC=2000 PPM HEXANE HOT TRANS    2.11   43.8   297.8   6.33    23.8
  ICO[ACT] =  9.4 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       2.42   57.7   334.0   3.13    20.5
  INOX     =   25 PPM
                      75 FTP       2.14   47.0   326.6   4.10    21.8
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.46   46.3   407.4   0.67    18.2
                      COLD STAB    1.56   19.6   433.5   0.76    18.9
                      HOT TRANS    1.72   25.8   358.7   0.87    21.9
                      72 FTP       1.99   32.4   421.0   0.72    18.6
                      75 FTP       1.79   26.8   407.7   0.77    19.5
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                   MPG
VEH                                   -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC   ECON
----------------------------------------------------------------------
330  75 FIAT X1-9  79 COLD TRANS  2.00   36.9   396.2   2.27   19.3
                      COLD STAB   0.31   10.3   414.8   1.10   20.5
  IHC=  25 PPM HEXANE HOT TRANS   0.72   24.2   342.3   1.80   23.2
  ICO[ACT] =   0.1 %CO
  ICO[SPEC]=   3.5 %CO 72 FTP     1.11   23.0   405.9   1.66   19.9
  INOX     =    65 PPM
                      75 FTP      0.77   19.5   391.2   1.53   20.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  1.60   32.5   384.5   2.50   20.1
                      COLD STAB   0.30    8.8   407.8   1.42   21.0
                      HOT TRANS   0.58   19.9   348.7   2.29   23.2
                      72 FTP      0.93   20.2   396.6   1.94   20.6
                      75 FTP      0.65   16.7   386.9   1.88   21.4

331  75 HOND CVCC  91 COLD TRANS  2.92   18.2   288.6   1.63   27.2
                      COLD STAB   1.39   12.4   303.7   1.17   27.1
  IHC= 260 PPM HEXANE HOT TRANS   1.48    9.4   254.1   1.96   32.4
  ICO[ACT] =   1.9 %CO
  ICO[SPEC]=   0.4 %CO 72 FTP     2.12   15.2   296.5   1.39   27.1
  INOX     =   131 PPM
                      75 FTP      1.73   12.8   287.0   1.48   28.4
  OTHER TESTS:        SC/3M
 AFTER MAINTENANCE    COLD TRANS  N/A
                      COLD STAB   N/A
                      HOT TRANS   N/A
                      72 FTP      N/A
                      75 FTP      N/A

332  75 MAZD RX3   70 COLD TRANS  4.29   28.6   658.7   0.84   12.4
                      COLD STAB   0.12    4.7   714.9   0.45   12.3
  IHC=   0 PPM HEXANE HOT TRANS   1.81   11.0   564.9   0.80   15.1
  ICO[ACT] =   0.0 %CO
  ICO[SPEC]=   0.1 %CO 72 FTP     2.12   16.1   688.0   0.64   12.3
  INOX     =    29 PPM
                      75 FTP      1.44   11.3   662.4   0.63   13.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  6.80   29.7   521.7   0.80   15.0
                      COLD STAB   0.64    6.7   655.9   0.50   13.3
                      HOT TRANS   4.27   16.4   500.6   0.86   16.4
                      72 FTP      3.59   17.7   591.7   0.65   14.1
                      75 FTP      2.90   14.0   585.9   0.66   14.4
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                            MPG
VEH                              -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE   HC    CO     CO2   NOXC  ECON
-----------------------------------------------------------------
333  75 MAZD RX3   70 COLD TRANS  7.28  38.2  943.6  0.87   8.6
                      COLD STAB   0.28   5.4 1206.8  0.47   7.3
  IHC=  10 PPM HEXANE HOT TRANS  11.19  71.8  743.7  0.87  10.0
  ICO[ACT] =  0.0 %CO
  ICO[SPEC]=  0.1 %CO 72 FTP      3.63  21.1 1080.9  0.66   7.9
  INOX     =   28 PPM
                      75 FTP      4.70  30.2 1026.3  0.66   8.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.69  36.0  587.7  0.92  13.4
                      COLD STAB   0.31  10.1  696.4  0.55  12.4
                      HOT TRANS   1.77  18.6  563.4  0.94  14.8
                      72 FTP      2.89  22.5  644.4  0.73  12.9
                      75 FTP      1.82  17.8  637.8  0.73  13.2

335  75 MG   MGB  110 COLD TRANS  1.22  29.2  450.7  1.11  17.7
                      COLD STAB   0.51  14.7  486.5  0.64  17.4
  IHC=  20 PPM HEXANE HOT TRANS   0.84  27.3  388.4  0.89  20.5
  ICO[ACT] =  1.0 %CO
  ICO[SPEC]=  6.5 %CO 72 FTP      0.85  21.6  469.4  0.87  17.5
  INOX     =   70 PPM
                      75 FTP      0.75  21.1  452.4  0.81  18.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  1.58  38.3  446.3  1.09  17.4
                      COLD STAB   0.52  19.7  499.1  0.56  16.7
                      HOT TRANS   1.26  33.3  403.9  0.81  19.3
                      72 FTP      1.03  28.6  473.8  0.81  17.0
                      75 FTP      0.94  27.3  462.3  0.74  17.5

336  75 OPEL STAW 116 COLD TRANS  3.90  50.0  425.8  2.87  17.2
                      COLD STAB   2.18  50.5  388.0  0.91  18.7
  IHC=  85 PPM HEXANE HOT TRANS   2.33  45.7  356.8  2.07  20.4
  ICO[ACT] =  2.8 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      3.00  50.2  406.1  1.85  17.9
  INOX     =   80 PPM
                      75 FTP      2.57  49.1  387.2  1.63  18.8
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.48  41.2  447.0  3.36  17.0
                      COLD STAB   1.82  31.2  411.0  1.05  19.1
                      HOT TRANS   2.10  33.0  374.2  2.40  20.5
                      72 FTP      2.61  36.0  428.2  2.15  18.0
                      75 FTP      2.24  33.7  408.4  1.89  18.9
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                       MFG
VEH                                   -----GRAMS PER MILE-----        FUEL
NO.  YR MAKE MODL CID TEST   TYPE      HC     CO     CO2    NOXC      ECON
--------------------------------------------------------------------------
338  75 PORS 911S 164 COLD TRANS     4.44   54.5   420.0   1.64      17.1
                      COLD STAB      1.80   38.5   469.7   0.86      16.6
  IHC=  50 PPM HEXANE HOT TRANS      1.90   31.7   385.3   1.39      20.1
  ICO[ACT] =   2.2 %CO
  ICO[SPEC]=   2.0 %CO 72 FTP        3.07   46.2   445.9   1.23      16.8
  INOX     =    67 PPM
                      75 FTP         2.37   40.0   436.5   1.17      17.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS     4.39   52.6   456.5   1.63      16.0
                      COLD STAB      1.17   32.7   526.0   1.00      15.3
                      HOT TRANS      1.19   29.9   433.4   1.46      18.3
                      72 FTP         2.71   42.2   492.8   1.30      15.6
                      75 FTP         1.84   36.0   486.4   1.25      16.2

340  75 TOYO CELI 133 COLD TRANS     3.20   37.9   395.7   3.59      19.1
                      COLD STAB      1.91   24.6   411.5   1.53      19.5
  IHC= 190 PPM HEXANE HOT TRANS      2.28   15.3   355.6   3.57      22.9
  ICO[ACT] =   0.3 %CO
  ICO[SPEC]=   N/A %CO 72 FTP        2.53   30.9   403.9   2.51      19.3
  INOX     =    75 PPM
                      75 FTP         2.28   24.8   393.0   2.51      20.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS     3.43   47.6   403.9   4.10      18.1
                      COLD STAB      1.83   28.8   439.3   1.70      18.1
                      HOT TRANS      1.66   21.3   377.4   3.96      21.3
                      72 FTP         2.60   37.8   422.3   2.85      18.1
                      75 FTP         2.12   30.6   415.1   2.81      18.9

341  75 TOYO CORO  97 COLD TRANS     4.91   52.8   337.3   3.15      20.4
                      COLD STAB      1.52   28.0   380.6   1.31      20.7
  IHC=   5 PPM HEXANE HOT TRANS      2.30   29.4   314.3   2.91      24.1
  ICO[ACT] =   0.1 %CO
  ICO[SPEC]=   N/A %CO 72 FTP        3.14   39.9   359.9   2.19      20.5
  INOX     =    51 PPM
                      75 FTP         2.43   33.5   353.6   2.12      21.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS     3.68   44.6   349.8   2.77      20.6
                      COLD STAB      1.09   24.6   399.6   1.28      20.1
                      HOT TRANS      1.68   24.2   319.9   2.44      24.4
                      72 FTP         2.33   34.2   375.8   2.00      20.3
                      75 FTP         1.78   28.6   367.6   1.91      21.2
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                 MPG
VEH                                   -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC   ECON
--------------------------------------------------------------------
342  75 VOLK SEDA  97 COLD TRANS  3.40   35.3   288.2   2.37   25.0
                      COLD STAB   2.87   22.1   305.8   1.71   25.4
  IHC= 180 PPM HEXANE HOT TRANS   2.86   24.0   267.7   2.05   28.2
  ICO[ACT] =  2.2 %CO
  ICO[SPEC]=  2.0 %CO 72 FTP      3.12   28.4   297.4   2.03   25.2
  INOX     =   80 PPM
                      75 FTP      2.97   25.3   291.8   1.94   26.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.88   30.5   303.8   2.33   24.6
                      COLD STAB   2.39   14.7   329.1   1.64   24.7
                      HOT TRANS   2.18   16.0   278.3   2.16   28.6
                      72 FTP      2.62   22.3   317.0   1.97   24.6
                      75 FTP      2.43   18.3   310.0   1.92   25.6

343  75 VOLK RABB  90 COLD TRANS 12.57  111.4   249.8   0.83   19.1
                      COLD STAB   2.55   42.3   295.7   0.68   24.0
  IHC= 110 PPM HEXANE HOT TRANS   2.26   53.4   248.0   1.05   26.2
  ICO[ACT] =  2.5 %CO
  ICO[SPEC]=  2.5 %CO 72 FTP      7.35   75.4   273.7   0.75   21.4
  INOX     =   42 PPM
                      75 FTP      4.53   59.5   273.2   0.81   23.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS 13.55  114.0   237.8   0.84   19.3
                      COLD STAB   3.09   57.3   273.2   0.58   23.8
                      HOT TRANS   3.21   64.4   226.0   0.83   26.3
                      72 FTP      8.10   84.5   256.2   0.70   21.4
                      75 FTP      5.28   70.9   253.0   0.70   23.3

345  75 VOLV SEDA 121 COLD TRANS  3.60   92.5   393.5   1.53   16.1
                      COLD STAB   1.44   55.7   432.3   0.64   16.9
  IHC=  40 PPM HEXANE HOT TRANS   2.32   72.1   356.7   1.27   18.6
  ICO[ACT] =  1.1 %CO
  ICO[SPEC]=  1.1 %CO 72 FTP      2.47   73.3   413.7   1.07   16.5
  INOX     =   34 PPM
                      75 FTP      2.12   67.8   403.7   1.00   17.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.51   90.4   486.3   1.11   13.9
                      COLD STAB   0.56   38.6   521.6   0.59   15.2
                      HOT TRANS   1.75   65.5   433.9   0.80   16.4
                      72 FTP      1.97   63.4   504.7   0.84   14.5
                      75 FTP      1.49   56.6   490.4   0.76   15.2
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                          MPG
VEH                                        -----GRAMS PER MILE-----      FUEL
NO.   YR MAKE MODL CID TEST   TYPE    HC      CO      CO2     NOXC      ECON
------------------------------------------------------------------------------
511   75 FORD GRAN 200 COLD TRANS   2.78    33.5    527.8    1.05      15.1
                       COLD STAB    0.75    22.4    574.8    0.76      14.5
  IHC=  20 PPM HEXANE  HOT TRANS    1.45    33.8    491.9    1.11      16.1
  ICO[ACT] =   0.1 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       1.72    27.7    552.3    0.90      14.8
  INOX     =    30 PPM
                       75 FTP       1.36    27.8    542.5    0.92      15.0
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS   2.90    37.4    497.5    0.92      15.7
                       COLD STAB    0.79    32.2    510.5    0.48      15.7
                       HOT TRANS    1.48    32.4    454.9    0.73      17.4
                       72 FTP       1.80    34.7    504.3    0.69      15.7
                       75 FTP       1.41    33.3    492.7    0.64      16.1

512   75 MERC MONA 250 COLD TRANS   0.87    44.0    595.7    1.73      13.3
                       COLD STAB    0.27     4.4    601.4    1.78      14.6
  IHC=  30 PPM HEXANE  HOT TRANS    0.93    34.0    559.4    1.57      14.4
  ICO[ACT] =   0.0 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       0.56    23.4    598.7    1.76      13.9
  INOX     =   151 PPM
                       75 FTP       0.57    20.6    588.8    1.71      14.2
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS   1.20    52.6    668.9    1.53      11.8
                       COLD STAB    0.20     5.2    657.4    1.42      13.3
                       HOT TRANS    0.88    27.2    597.2    1.39      13.8
                       72 FTP       0.68    27.9    662.9    1.47      12.5
                       75 FTP       0.59    21.0    643.4    1.43      13.1

513   75 OLDS OMEG 250 COLD TRANS   4.62    79.7    495.3    1.71      14.0
                       COLD STAB    0.80    10.0    539.8    2.45      15.9
  IHC=  90 PPM HEXANE  HOT TRANS    1.60    32.9    467.7    1.94      16.9
  ICO[ACT] =   0.0 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       2.63    43.4    518.5    2.10      14.9
  INOX     =   156 PPM
                       75 FTP       1.80    30.6    511.0    2.16      15.7
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS   2.96    85.3    499.7    1.52      13.8
                       COLD STAB    1.30    17.5    468.9    1.95      17.7
                       HOT TRANS    1.64    47.8    449.6    1.43      16.7
                       72 FTP       2.09    49.9    483.6    1.74      15.6
                       75 FTP       1.73    39.7    470.0    1.72      16.5
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                    MPG
VEH                                     -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO     CO2    NOXC    ECON
-----------------------------------------------------------------------
514  75 PLYM GRNF 400 COLD TRANS   4.92 131.6   650.0   1.42    10.2
                      COLD STAB    4.29 131.3   650.7   0.91    10.2
  IHC= 400 PPM HEXANE HOT TRANS    3.45 110.6   571.6   1.44    11.7
  ICO[ACT] =   8.6 %CO
  ICO[SPEC]=   0.3 %CO 72 FTP      4.59 131.4   650.3   1.15    10.2
  INOX     =    28 PPM
                      75 FTP       4.19 125.7   628.9   1.16    10.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.99 111.8   706.4   0.82     9.9
                      COLD STAB    0.37  26.2   775.4   0.64    10.9
                      HOT TRANS    1.15  56.9   642.7   0.90    12.1
                      72 FTP       2.10  67.2   742.4   0.73    10.4
                      75 FTP       1.33  52.2   725.0   0.75    10.9

515  75 PONT VENT 250 COLD TRANS   4.39 112.3   443.1   1.78    14.0
                      COLD STAB    0.29   4.6   462.4   3.01    18.9
  IHC=  25 PPM HEXANE HOT TRANS    0.91  24.6   430.6   2.45    18.8
  ICO[ACT] =   0.0 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      2.25  56.1   453.2   2.42    16.2
  INOX     =    83 PPM
                      75 FTP       1.30  32.2   449.7   2.60    17.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.63 149.4   475.5   0.81    12.2
                      COLD STAB    0.44  11.0   540.5   1.20    15.9
                      HOT TRANS    1.05  37.0   488.3   1.22    16.1
                      72 FTP       2.92  77.3   509.4   1.01    13.9
                      75 FTP       1.67  46.6   512.9   1.12    15.0

516  75 BMW  SEDA 121 COLD TRANS   1.98  26.8   474.9   1.08    17.0
                      COLD STAB    0.34  11.5   528.4   0.60    16.2
  IHC=   0 PPM HEXANE HOT TRANS    0.97   9.3   418.9   0.94    20.3
  ICO[ACT] =   0.1 %CO
  ICO[SPEC]=   3.0 %CO 72 FTP      1.12  18.8   502.7   0.83    16.6
  INOX     =    98 PPM
                      75 FTP       0.85  14.1   487.5   0.79    17.3
  OTHER TESTS:        SC/3M
 AFTER MAINTENANCE    COLD TRANS   N/A
                      COLD STAB    N/A
                      HOT TRANS    N/A
                      72 FTP       N/A
                      75 FTP       N/A
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                   MPG
VEH                                     -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST   TYPE    HC     CO     CO2    NOXC    ECON
------------------------------------------------------------------------
517  75 BMW  530I 182 COLD TRANS    2.14   42.9   667.2   0.90    12.0
                      COLD STAB     0.44   29.2   756.8   0.45    11.0
  IHC=1340 PPM HEXANE HOT TRANS     1.84   51.8   597.3   0.50    13.0
  ICO[ACT] =  0.9 %CO
  ICO[SPEC]=  3.0 %CO 72 FTP        1.26   35.8   713.9   0.66    11.5
  INOX     =    3 PPM
                      75 FTP        1.17   38.2   694.8   0.56    11.7
  OTHER TESTS:        SC/3M
 AFTER MAINTENANCE    COLD TRANS    N/A
                      COLD STAB     N/A
                      HOT TRANS     N/A
                      72 FTP        N/A
                      75 FTP        N/A

518  75 SUBA STAW  83 COLD TRANS    3.53   27.0   293.6   3.08    25.6
                      COLD STAB     2.76   23.5   307.5   1.64    25.1
  IHC= 310 PPM HEXANE HOT TRANS     2.87   25.7   267.2   2.85    28.0
  ICO[ACT] =  1.4 %CO
  ICO[SPEC]=  N/A %CO 72 FTP        3.13   25.2   300.9   2.33    25.3
  INOX     =   46 PPM
                      75 FTP        2.95   24.8   293.7   2.26    25.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    4.15   31.8   281.7   2.80    25.7
                      COLD STAB     3.08   23.4   300.6   1.54    25.6
                      HOT TRANS     2.88   26.6   262.1   2.65    28.4
                      72 FTP        3.59   27.4   291.6   2.14    25.7
                      75 FTP        3.25   26.0   286.2   2.10    26.3

519  75 MERB 450S 276 COLD TRANS    2.85   48.0   692.3   2.50    11.4
                      COLD STAB     0.71   10.7   717.0   1.02    12.1
  IHC=  70 PPM HEXANE HOT TRANS     0.98    9.2   607.7   2.78    14.2
  ICO[ACT] =  1.3 %CO
  ICO[SPEC]=  1.5 %CO 72 FTP        1.73   28.6   705.2   1.73    11.7
  INOX     =   31 PPM
                      75 FTP        1.23   18.0   682.1   1.81    12.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    4.50   60.6   701.8   2.55    10.9
                      COLD STAB     0.84   13.1   737.9   1.08    11.7
                      HOT TRANS     1.09    9.0   616.4   2.90    14.0
                      72 FTP        2.59   35.8   720.6   1.78    11.3
                      75 FTP        1.66   21.7   697.3   1.88    12.0
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                     MPG
VEH                                      -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO     CO2     NOXC    ECON
-----------------------------------------------------------------------
520  75 PORS 914  120 COLD TRANS    3.19   35.7   376.6   1.85    20.0
                      COLD STAB     1.99   24.0   420.9   1.06    19.1
  IHC=  30 PPM HEXANE HOT TRANS     1.56   24.7   330.1   1.56    23.7
  ICO[ACT] =  0.7 %CO
  ICO[SPEC]=  3.0 %CO 72 FTP        2.57   29.6   399.7   1.44    19.5
  INOX     =   79 PPM
                      75 FTP        2.12   26.6   387.0   1.36    20.4
  OTHER TESTS:        SC/3M
 AFTER MAINTENANCE    COLD TRANS    N/A
                      COLD STAB     N/A
                      HOT TRANS     N/A
                      72 FTP        N/A
                      75 FTP        N/A

521  75 SAAB 99LE 121 COLD TRANS    3.46   12.9   362.6   2.87    22.5
                      COLD STAB     3.50    8.7   359.6   2.22    23.1
  IHC=1600 PPM HEXANE HOT TRANS     2.81   11.2   309.6   3.38    26.4
  ICO[ACT] =  1.1 %CO
  ICO[SPEC]=  1.2 %CO 72 FTP        3.48   10.7   361.0   2.53    22.8
  INOX     =   70 PPM
                      75 FTP        3.31   10.2   346.6   2.67    23.8
  OTHER TESTS:        SC/3M
 AFTER MAINTENANCE    COLD TRANS    N/A
                      COLD STAB     N/A
                      HOT TRANS     N/A
                      72 FTP        N/A
                      75 FTP        N/A

522  75 AMMO HORN 232 COLD TRANS    2.51   46.5   416.5   3.46    17.8
                      COLD STAB     2.18   28.5   386.0   3.52    20.3
  IHC= 230 PPM HEXANE HOT TRANS     2.14   30.7   371.5   3.25    20.8
  ICO[ACT] =  2.5 %CO
  ICO[SPEC]=  1.0 %CO 72 FTP        2.34   37.1   400.6   3.49    19.0
  INOX     =   90 PPM
                      75 FTP        2.24   32.8   388.3   3.43    19.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    2.45   60.4   454.9   2.10    15.9
                      COLD STAB     1.96   34.9   427.4   2.00    18.2
                      HOT TRANS     2.02   42.6   402.5   1.96    18.7
                      72 FTP        2.20   47.1   440.6   2.05    17.0
                      75 FTP        2.08   42.2   426.3   2.01    17.8
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	GRAMS PER MILE HC	CO	CO2	NOXC	MPG FUEL ECON
523	75	AMMO	HORN	258	COLD TRANS	4.47	138.2	483.0	1.49	12.4
					COLD STAB	2.56	47.3	518.0	2.09	14.8
IHC= 110 PPM HEXANE					HOT TRANS	2.53	65.2	472.1	2.12	15.2
ICO[ACT] = 3.1 %CO										
ICO[SPEC]= 1.0 %CO					72 FTP	3.48	90.8	501.2	1.80	13.6
INOX = 131 PPM										
					75 FTP	2.95	70.9	498.3	1.98	14.3
OTHER TESTS:					SC/3M MTCE EFF					
AFTER MAINTENANCE					COLD TRANS	5.62	170.8	477.9	1.13	11.6
					COLD STAB	2.66	63.5	494.3	1.68	14.7
					HOT TRANS	2.38	65.2	470.0	2.01	15.3
					72 FTP	4.08	114.8	486.4	1.41	13.1
					75 FTP	3.19	86.0	484.3	1.65	14.1
524	75	DODG	MONA	440	COLD TRANS	4.64	81.2	665.2	2.97	11.0
					COLD STAB	2.87	59.6	649.8	1.53	11.8
IHC= 300 PPM HEXANE					HOT TRANS	2.27	42.3	615.7	2.64	12.9
ICO[ACT] = 3.4 %CO										
ICO[SPEC]= 0.3 %CO					72 FTP	3.72	69.9	657.2	2.22	11.4
INOX = 30 PPM										
					75 FTP	3.07	59.3	643.7	2.13	11.9
OTHER TESTS:					SC/3M MTCE EFF					
AFTER MAINTENANCE					COLD TRANS	2.23	53.0	756.9	1.52	10.5
					COLD STAB	0.19	5.5	821.0	1.49	10.7
					HOT TRANS	0.74	20.7	710.2	2.18	11.9
					72 FTP	1.17	28.3	790.3	1.50	10.6
					75 FTP	0.76	19.4	777.6	1.69	11.0
525	75	MERC	MARQ	460	COLD TRANS	1.70	37.3	832.7	2.94	9.9
					COLD STAB	0.94	26.3	878.4	1.52	9.6
IHC= 25 PPM HEXANE					HOT TRANS	1.29	18.8	747.8	2.77	11.4
ICO[ACT] = 0.4 %CO										
ICO[SPEC]= N/A %CO					72 FTP	1.30	31.6	856.5	2.20	9.8
INOX = 55 PPM										
					75 FTP	1.19	26.5	833.4	2.15	10.1
OTHER TESTS:					SC/3M MTCE EFF					
AFTER MAINTENANCE					COLD TRANS	2.67	20.1	834.1	2.68	10.2
					COLD STAB	0.77	16.1	879.3	1.49	9.8
					HOT TRANS	1.36	11.4	741.5	2.62	11.6
					72 FTP	1.68	18.0	857.7	2.06	10.0
					75 FTP	1.32	15.7	832.4	2.05	10.3

APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                        MPG
VEH                                     -----GRAMS PER MILE-----       FUEL
NO.  YR MAKE MODL CID TEST   TYPE    HC     CO      CO2    NOXC     ECON
--------------------------------------------------------------------------
534  75 AMMO GREM 232 COLD TRANS   5.14   75.7   315.2    1.94     19.7
                      COLD STAB    3.53   64.3   319.7    1.74     20.5
  IHC= 270 PPM HEXANE HOT TRANS    3.25   43.9   299.7    2.23     23.4
  ICO[ACT] =   8.0 %CO
  ICO[SPEC]=   1.0 %CO 72 FTP      4.30   69.8   317.5    1.84     20.1
  INOX     =    43 PPM
                      75 FTP       3.79   61.1   313.3    1.91     21.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   6.94   72.0   331.1    1.55     19.0
                      COLD STAB    2.64   32.3   358.3    1.27     21.3
                      HOT TRANS    3.00   35.1   316.8    1.56     23.3
                      72 FTP       4.70   51.3   345.3    1.41     20.1
                      75 FTP       3.63   41.2   341.4    1.41     21.2

535  76 AMMO HORN 232 COLD TRANS   3.06   79.0   440.4    2.22     15.5
                      COLD STAB    1.95   32.6   416.4    2.88     18.7
  IHC= 140 PPM HEXANE HOT TRANS    2.01   38.9   399.4    2.81     19.0
  ICO[ACT] =   2.7 %CO
  ICO[SPEC]=   1.0 %CO 72 FTP      2.48   54.8   427.9    2.56     17.0
  INOX     =    38 PPM
                      75 FTP       2.20   43.9   416.7    2.72     18.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.53   95.9   422.0    2.14     15.2
                      COLD STAB    1.87   28.3   408.7    2.60     19.3
                      HOT TRANS    2.10   44.3   379.7    2.63     19.5
                      72 FTP       2.67   60.7   415.0    2.38     17.1
                      75 FTP       2.28   46.6   403.5    2.51     18.3

536  75 AMMO PACE 258 COLD TRANS   3.54   75.9   515.7    2.72     13.7
                      COLD STAB    2.44   78.1   441.9    1.43     15.5
  IHC= 180 PPM HEXANE HOT TRANS    2.73   70.2   429.3    2.02     16.2
  ICO[ACT] =   6.4 %CO
  ICO[SPEC]=   1.0 %CO 72 FTP      2.97   77.1   477.2    2.05     14.6
  INOX     =    60 PPM
                      75 FTP       2.74   75.5   453.7    1.86     15.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.56   61.9   539.2    2.42     13.8
                      COLD STAB    2.18   53.5   459.3    1.54     16.1
                      HOT TRANS    2.47   47.8   458.3    2.15     16.4
                      72 FTP       2.36   57.5   497.6    1.96     14.9
                      75 FTP       2.33   53.7   475.5    1.89     15.6
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                        MPG
VEH                                        -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST   TYPE     HC     CO      CO2    NOXC    ECON
---------------------------------------------------------------------------
538  75 AMMO HORN 232 COLD TRANS    2.63   46.0    430.5    2.18    17.4
                      COLD STAB     1.92   38.0    428.5    1.72    18.0
  IHC=  30 PPM HEXANE HOT TRANS     2.36   43.0    395.2    1.93    18.9
  ICO[ACT] =   1.5 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       2.26   41.8    429.5    1.94    17.7
  INOX      =   42 PPM
                      75 FTP        2.18   41.0    419.8    1.87    18.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    2.86   49.9    438.9    1.75    16.9
                      COLD STAB     1.48   31.2    415.2    1.76    18.9
                      HOT TRANS     2.13   37.8    395.0    1.69    19.2
                      72 FTP        2.14   40.2    426.6    1.75    17.9
                      75 FTP        1.94   36.9    414.6    1.74    18.5

540  75 AMMO PACE 258 COLD TRANS    2.46   64.3    489.6    3.19    14.8
                      COLD STAB     1.99   44.2    463.4    2.17    16.5
  IHC= 140 PPM HEXANE HOT TRANS     2.32   39.5    435.7    2.94    17.6
  ICO[ACT] =   3.0 %CO
  ICO[SPEC]=   1.0 %CO 72 FTP       2.21   53.8    475.9    2.66    15.6
  INOX      =  106 PPM
                      75 FTP        2.18   47.0    461.2    2.59    16.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    9.77  390.0    599.0    1.15     7.1
                      COLD STAB     2.51  124.1    561.6    1.11    11.6
                      HOT TRANS     2.68  128.3    510.1    1.05    12.3
                      72 FTP        5.99  251.4    579.5    1.13     8.9
                      75 FTP        4.05  180.0    555.2    1.10    10.4

544  75 BUIC LESA 350 COLD TRANS    4.39  101.1    615.8    1.91    11.3
                      COLD STAB     2.77   79.7    592.3    0.91    12.2
  IHC= 205 PPM HEXANE HOT TRANS     2.61   73.0    552.8    1.51    13.1
  ICO[ACT] =   5.4 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       3.55   89.9    603.5    1.39    11.7
  INOX      =   24 PPM
                      75 FTP        3.06   82.3    586.4    1.28    12.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    1.89   44.0    688.2    1.75    11.6
                      COLD STAB     0.22    9.5    696.2    0.66    12.5
                      HOT TRANS     0.93   28.4    612.3    1.20    13.5
                      72 FTP        1.02   26.0    692.4    1.18    12.1
                      75 FTP        0.76   21.8    671.6    1.03    12.5
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                            MPG
VEH                              -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE   HC    CO    CO2   NOXC  ECON
---------------------------------------------------------------
547  75 BUIC REGA 350 COLD TRANS  3.48 100.0  586.8  2.28  11.8
                      COLD STAB   2.50  65.0  600.9  1.04  12.5
  IHC= 190 PPM HEXANE HOT TRANS   2.58  80.7  519.2  1.46  13.6
  ICO[ACT] =  6.7 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      2.97  81.7  594.1  1.63  12.1
  INOX      =   37 PPM
                      75 FTP      2.72  76.5  575.7  1.41  12.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.16  51.8  615.4  2.07  12.6
                      COLD STAB   0.42  13.9  639.3  0.81  13.4
                      HOT TRANS   1.44  36.0  547.2  1.45  14.6
                      72 FTP      1.25  32.0  627.9  1.42  13.0
                      75 FTP      1.05  27.7  609.3  1.25  13.5

549  75 BUIC LESA 350 COLD TRANS  3.17  87.4  681.5  3.32  10.7
                      COLD STAB   1.47  46.0  664.1  0.81  12.0
  IHC= 140 PPM HEXANE HOT TRANS   1.78  50.0  616.5  2.55  12.7
  ICO[ACT] =  2.5 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      2.28  65.8  672.4  2.01  11.3
  INOX      =   29 PPM
                      75 FTP      1.91  55.6  654.7  1.80  11.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.67  86.9  686.4  1.95  10.6
                      COLD STAB   0.24  10.8  726.1  0.49  11.9
                      HOT TRANS   0.87  38.4  632.6  1.16  12.8
                      72 FTP      1.88  47.3  707.1  1.19  11.3
                      75 FTP      1.12  34.0  692.4  0.97  11.8

550  75 BUIC LESA 350 COLD TRANS  4.36 127.0  605.2  2.01  10.8
                      COLD STAB   3.58 120.1  563.8  0.90  11.6
  IHC= 270 PPM HEXANE HOT TRANS   3.31  98.9  529.2  1.47  12.8
  ICO[ACT] =  7.3 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      3.95 123.4  583.6  1.43  11.2
  INOX      =   15 PPM
                      75 FTP      3.67 115.7  562.9  1.28  11.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.97 102.2  635.6  2.10  11.0
                      COLD STAB   2.07  48.3  655.8  1.18  12.0
                      HOT TRANS   2.04  62.8  580.7  1.74  12.9
                      72 FTP      2.98  74.1  646.1  1.62  11.5
                      75 FTP      2.45  63.3  631.1  1.52  12.0
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                 -----GRAMS PER MILE-----     FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC    ECON
---------------------------------------------------------------------
551  75 BUIC LESA 455 COLD TRANS   3.92   73.2   650.6   2.64    11.4
                      COLD STAB    3.70   85.2   597.6   0.84    11.9
  IHC= 200 PPM HEXANE HOT TRANS    4.69   64.3   567.2   1.84    13.0
  ICO[ACT] =  3.8 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       3.81   79.4   622.9   1.70    11.7
  INOX     =   33 PPM
                      75 FTP       4.01   77.0   600.2   1.49    12.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.44   67.1   687.5   2.12    11.0
                      COLD STAB    2.51   50.7   693.7   0.77    11.4
                      HOT TRANS    0.57   56.1   597.8   1.27    12.9
                      72 FTP       2.96   58.5   690.7   1.42    11.2
                      75 FTP       2.17   55.5   666.2   1.18    11.7

553  75 BUIC RIVI 455 COLD TRANS   3.37   87.0   724.7   2.16    10.2
                      COLD STAB    3.81  122.3   665.5   0.64    10.2
  IHC= 195 PPM HEXANE HOT TRANS    2.93   75.9   644.7   1.36    11.5
  ICO[ACT] =  6.9 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       3.60  105.4   693.9   1.37    10.2
  INOX     =   30 PPM
                      75 FTP       3.48  102.4   672.0   1.15    10.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.12   38.8   746.1   2.65    10.9
                      COLD STAB    1.20   27.9   727.2   0.62    11.5
                      HOT TRANS    2.01   40.3   656.1   1.28    12.2
                      72 FTP       1.64   33.1   736.2   1.59    11.2
                      75 FTP       1.61   33.5   711.7   1.22    11.5

554  75 BUIC STAW 455 COLD TRANS   4.26  110.8   673.7   2.52    10.3
                      COLD STAB    4.34  111.9   665.6   1.01    10.4
  IHC= 220 PPM HEXANE HOT TRANS    3.88   97.1   605.7   1.67    11.5
  ICO[ACT] =  6.8 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       4.30  111.4   669.5   1.73    10.3
  INOX     =   32 PPM
                      75 FTP       4.20  107.6   650.9   1.50    10.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   9.02  139.2   746.9   2.35     8.9
                      COLD STAB    1.84   50.1   755.5   0.89    10.6
                      HOT TRANS    3.85  118.9   674.4   1.56    10.2
                      72 FTP       5.28   92.7   751.4   1.59     9.7
                      75 FTP       3.87   87.2   731.6   1.37    10.1
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                  -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC    ECON
---------------------------------------------------------------------
559  75 CADI ELDO 500 COLD TRANS   6.26  168.2   627.8   1.19     9.7
                      COLD STAB    5.41  149.3   594.1   1.57    10.5
  IHC= 580 PPM HEXANE HOT TRANS    4.37  134.3   554.8   1.35    11.4
  ICO[ACT] =   6.4 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      5.81  158.4   610.2   1.39    10.1
  INOX     =    48 PPM
                      75 FTP       5.30  149.1   590.3   1.43    10.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.68   94.5   752.7   1.33     9.7
                      COLD STAB    1.07   21.5   732.2   1.84    11.5
                      HOT TRANS    3.01  104.2   619.2   0.96    11.2
                      72 FTP       2.32   56.4   742.0   1.60    10.6
                      75 FTP       2.13   59.1   705.6   1.50    11.0

560  75 CADI DEVI 500 COLD TRANS   5.02  106.0   639.1   1.54    10.8
                      COLD STAB    4.36   87.9   587.2   1.90    12.0
  IHC= 425 PPM HEXANE HOT TRANS    3.61   68.4   567.3   1.77    12.9
  ICO[ACT] =   5.0 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      4.68   96.6   612.0   1.73    11.4
  INOX     =    40 PPM
                      75 FTP       4.29   86.3   592.5   1.79    12.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.63   81.7   713.4   1.69    10.4
                      COLD STAB    2.69   55.4   672.3   1.85    11.6
                      HOT TRANS    2.53   93.3   603.4   1.34    11.7
                      72 FTP       3.62   68.0   692.0   1.77    11.0
                      75 FTP       3.04   71.2   662.0   1.68    11.3

565  75 CHEV VEGA 140 COLD TRANS   7.71  112.1   297.0   1.14    17.8
                      COLD STAB    5.08   78.4   340.8   1.27    18.5
  IHC= 980 PPM HEXANE HOT TRANS    3.89   59.6   287.9   1.70    22.5
  ICO[ACT] =  10.0 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      6.34   94.5   319.8   1.21    18.2
  INOX     =     5 PPM
                      75 FTP       5.30   80.2   317.3   1.36    19.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   6.55   96.1   306.0   1.00    18.6
                      COLD STAB    2.66   34.4   392.2   1.15    19.5
                      HOT TRANS    1.96   34.1   322.2   1.20    23.2
                      72 FTP       4.52   63.9   350.9   1.08    19.1
                      75 FTP       3.27   47.0   355.4   1.13    20.2
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LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

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VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	HC	CO	CO2	NOXC	MPG FUEL ECON
							-----GRAMS PER MILE-----				
567	75	CHEV	VEGA	140	COLD	TRANS	3.84	80.9	424.8	1.60	15.7
					COLD	STAB	2.01	54.5	394.7	0.57	18.2
IHC= 520 PPM HEXANE					HOT	TRANS	1.88	43.3	383.5	1.13	19.4
ICO[ACT] = 8.4 %CO											
ICO[SPEC]= N/A %CO					72	FTP	2.88	67.2	409.1	1.06	16.9
INOX = 27 PPM											
					75	FTP	2.35	56.9	397.8	0.93	17.9
OTHER TESTS:					SC/3M	MTCE EFF					
AFTER MAINTENANCE					COLD	TRANS	2.61	60.0	446.5	1.20	16.2
					COLD	STAB	0.62	22.9	437.0	0.53	18.7
					HOT	TRANS	0.98	26.7	402.4	0.91	19.8
					72	FTP	1.58	40.6	441.6	0.85	17.4
					75	FTP	1.13	31.6	429.5	0.77	18.4
568	75	CHEV	VEGA	140	COLD	TRANS	4.09	124.6	424.6	1.14	14.0
					COLD	STAB	1.94	55.3	396.3	0.41	18.1
IHC= 350 PPM HEXANE					HOT	TRANS	1.40	39.8	396.2	0.68	19.2
ICO[ACT] = 10.0 %CO											
ICO[SPEC]= N/A %CO					72	FTP	2.97	88.5	409.9	0.76	15.9
INOX = 8 PPM											
					75	FTP	2.23	65.4	402.1	0.63	17.3
OTHER TESTS:					SC/3M	MTCE EFF					
AFTER MAINTENANCE					COLD	TRANS	2.32	61.3	459.1	1.16	15.8
					COLD	STAB	0.48	16.3	415.6	0.40	20.0
					HOT	TRANS	0.84	18.5	397.0	0.78	20.7
					72	FTP	1.36	37.9	436.4	0.76	17.7
					75	FTP	0.96	26.2	419.5	0.66	19.1
569	75	CHEV	VEGA	140	COLD	TRANS	3.25	80.2	405.5	1.64	16.4
					COLD	STAB	1.32	44.6	384.8	0.58	19.3
IHC= 345 PPM HEXANE					HOT	TRANS	1.44	35.5	358.7	0.88	21.2
ICO[ACT] = 8.4 %CO											
ICO[SPEC]= N/A %CO					72	FTP	2.24	61.6	394.7	1.08	17.8
INOX = 15 PPM											
					75	FTP	1.75	49.4	381.9	0.88	19.1
OTHER TESTS:					SC/3M	MTCE EFF					
AFTER MAINTENANCE					COLD	TRANS	2.62	67.6	418.0	0.99	16.7
					COLD	STAB	0.27	14.1	429.6	0.53	19.6
					HOT	TRANS	0.76	20.5	389.6	0.76	20.9
					72	FTP	1.40	39.7	424.0	0.75	18.1
					75	FTP	0.89	26.9	416.3	0.69	19.2

APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                            MPG
VEH                              -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE   HC     CO    CO2   NOXC  ECON
----------------------------------------------------------------
570  75 CHEV MONZ 140 COLD TRANS  3.87  88.6  440.1  1.56  15.0
                      COLD STAB   2.29  63.2  380.2  0.88  18.2
  IHC= 300 PPM HEXANE HOT TRANS   1.98  44.5  376.5  1.32  19.6
  ICO[ACT] =  6.5 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      3.05  75.3  408.9  1.21  16.5
  INOX      =   25 PPM
                      75 FTP      2.53  63.3  391.5  1.14  17.8
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.41  71.0  456.8  1.28  15.3
                      COLD STAB   0.89  29.6  429.0  0.47  18.6
                      HOT TRANS   1.20  25.6  399.5  1.25  20.0
                      72 FTP      2.10  49.4  442.3  0.86  16.9
                      75 FTP      1.49  37.1  426.7  0.85  18.1

571  75 CHEV VEGA 140 COLD TRANS  5.01  81.0  314.8  1.10  19.4
                      COLD STAB   4.01  72.7  334.1  0.90  19.2
  IHC= 840 PPM HEXANE HOT TRANS   3.24  61.5  282.5  1.12  22.8
  ICO[ACT] = 10.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      4.49  76.7  324.9  1.00  19.3
  INOX      =   13 PPM
                      75 FTP      4.01  71.3  316.1  1.00  20.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  7.75 100.7  327.7  1.06  17.4
                      COLD STAB   4.51  69.0  355.8  0.94  18.5
                      HOT TRANS   3.91  64.9  281.1  0.99  22.4
                      72 FTP      6.06  84.2  342.3  1.00  18.0
                      75 FTP      5.01  74.4  329.6  0.98  19.2

580  75 CHEV NOVA 350 COLD TRANS  5.86  88.4  541.8  2.08  12.7
                      COLD STAB   3.61  98.2  488.4  0.80  13.6
  IHC= 240 PPM HEXANE HOT TRANS   3.31  64.0  461.8  1.90  15.5
  ICO[ACT] =  5.9 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      4.69  93.5  513.9  1.41  13.1
  INOX      =   23 PPM
                      75 FTP      3.99  86.9  492.1  1.36  13.8
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.67  40.1  605.2  1.26  13.1
                      COLD STAB   0.50  14.8  607.4  0.43  14.0
                      HOT TRANS   1.37  27.7  528.8  1.07  15.4
                      72 FTP      1.54  26.9  606.4  0.83  13.6
                      75 FTP      1.19  23.6  585.5  0.77  14.2
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

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                                                            MPG
VEH                              -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE   HC     CO     CO2    NOXC  ECON
---------------------------------------------------------------
581  75 CHEV NOVA 350 COLD TRANS  4.27  96.0  572.1  2.42  12.1
                      COLD STAB   3.41 125.2  571.9  0.92  11.4
  IHC= 240 PPM HEXANE HOT TRANS   2.69  79.4  510.8  2.01  13.8
  ICO[ACT] =  7.6 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      3.82 111.2  572.0  1.64  11.7
  INOX       =   55 PPM
                      75 FTP      3.39 106.7  555.3  1.53  12.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.72  78.0  588.5  1.59  12.2
                      COLD STAB   1.90  54.3  606.6  0.60  12.7
                      HOT TRANS   2.49  49.6  539.8  1.18  14.2
                      72 FTP      3.25  65.6  598.0  1.08  12.5
                      75 FTP      2.64  57.9  584.7  0.97  13.0

582  75 CHEV NOVA 350 COLD TRANS  2.37  54.2  561.6  1.92  13.6
                      COLD STAB   2.26  47.1  554.7  0.94  14.0
  IHC= 170 PPM HEXANE HOT TRANS   1.97  52.5  491.9  1.55  15.3
  ICO[ACT] =  2.9 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      2.31  50.5  558.0  1.41  13.8
  INOX       =   78 PPM
                      75 FTP      2.20  50.1  539.0  1.31  14.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  1.91  50.0  586.8  1.53  13.2
                      COLD STAB   0.49  17.7  592.9  0.53  14.3
                      HOT TRANS   1.26  38.3  511.2  1.15  15.4
                      72 FTP      1.17  33.2  590.0  1.01  13.7
                      75 FTP      1.00  30.0  569.3  0.90  14.3

583  75 CHEV NOVA 350 COLD TRANS  5.23 112.2  506.1  1.54  12.7
                      COLD STAB   4.45  88.2  500.5  0.88  13.6
  IHC= 310 PPM HEXANE HOT TRANS   4.15  97.5  453.5  1.25  14.3
  ICO[ACT] =  3.8 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      4.82  99.7  503.2  1.20  13.1
  INOX       =   33 PPM
                      75 FTP      4.53  95.7  488.8  1.12  13.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.17  82.2  520.7  1.46  13.4
                      COLD STAB   3.25  47.8  514.7  0.75  14.8
                      HOT TRANS   3.35  65.9  455.9  1.13  15.6
                      72 FTP      3.69  64.3  517.6  1.09  14.1
                      75 FTP      3.47  59.8  499.9  1.00  14.7
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                               MPG
VEH                                 -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2   NOXC   ECON
--------------------------------------------------------------------
588  75 CHEV MONT 350 COLD TRANS   2.91   76.7   573.5  1.90   12.6
                      COLD STAB    2.91   85.4   536.9  1.04   13.0
  IHC=  80 PPM HEXANE HOT TRANS    1.94   51.2   518.9  1.73   14.7
  ICO[ACT] =   1.4 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      2.91   81.3   554.4  1.45   12.8
  INOX     =    48 PPM
                      75 FTP       2.65   74.3   539.5  1.40   13.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.26   52.7   559.9  1.55   13.7
                      COLD STAB    1.76   45.0   543.0  0.67   14.3
                      HOT TRANS    1.26   30.8   509.9  1.13   15.8
                      72 FTP       2.00   48.7   551.1  1.09   14.0
                      75 FTP       1.73   42.7   537.4  0.98   14.5

589  75 CHEV MALI 350 COLD TRANS   4.54  120.9   532.0  1.51   12.1
                      COLD STAB    5.31  159.9   454.6  0.52   12.3
  IHC= 480 PPM HEXANE HOT TRANS    3.27   97.3   459.9  1.02   14.2
  ICO[ACT] =   8.7 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      4.94  141.2   491.7  0.99   12.2
  INOX     =    10 PPM
                      75 FTP       4.60  134.8   472.0  0.86   12.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.13  115.3   570.1  1.18   11.6
                      COLD STAB    2.47   82.3   563.4  0.52   12.7
                      HOT TRANS    2.33   83.8   517.2  0.78   13.5
                      72 FTP       3.26   98.1   566.6  0.83   12.1
                      75 FTP       2.77   89.5   552.2  0.72   12.7

591  75 CHEV MONT 350 COLD TRANS   6.23  183.0   476.7  0.84   11.3
                      COLD STAB    5.69  169.0   450.2  0.45   12.1
  IHC= 500 PPM HEXANE HOT TRANS    5.06  152.4   425.6  0.69   13.0
  ICO[ACT] =   9.8 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      5.94  175.7   462.9  0.64   11.7
  INOX     =    25 PPM
                      75 FTP       5.63  167.3   449.0  0.59   12.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.05  171.1   583.5  0.83   10.2
                      COLD STAB    3.00   91.1   613.6  0.68   11.6
                      HOT TRANS    3.02  129.8   511.4  0.58   12.2
                      72 FTP       3.98  129.4   599.2  0.75   10.9
                      75 FTP       3.43  118.1   579.5  0.68   11.4
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                     -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC   ECON
---------------------------------------------------------------------
592  75 CHEV MONT 350 COLD TRANS  4.44  116.2   524.9   1.53   12.3
                      COLD STAB   3.13   98.2   492.7   0.62   13.5
  IHC= 340 PPM HEXANE HOT TRANS   3.02   75.8   470.1   1.27   14.8
  ICO[ACT] =  5.7 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      3.76  106.8   508.1   1.06   12.9
  INOX     =   27 PPM
                      75 FTP      3.37   95.8   493.2   0.99   13.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.28   81.9   611.9   0.99   11.9
                      COLD STAB   0.18    9.7   654.1   0.56   13.2
                      HOT TRANS   0.96   37.8   550.5   0.86   14.5
                      72 FTP      1.18   44.3   633.9   0.76   12.6
                      75 FTP      0.82   32.2   617.1   0.73   13.2

593  75 CHEV MALI 350 COLD TRANS  4.01   96.4   542.9   1.69   12.6
                      COLD STAB   3.42   93.1   501.0   0.79   13.5
  IHC= 470 PPM HEXANE HOT TRANS   2.62   73.7   488.9   1.34   14.5
  ICO[ACT] =  9.4 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      3.70   94.7   521.0   1.22   13.0
  INOX     =   26 PPM
                      75 FTP      3.32   88.5   506.3   1.13   13.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.22   55.8   599.0   1.34   12.8
                      COLD STAB   0.85   21.9   603.1   0.68   13.9
                      HOT TRANS   0.98   34.0   550.9   1.23   14.6
                      72 FTP      1.51   38.1   601.1   1.00   13.3
                      75 FTP      1.17   32.2   588.0   0.97   13.8

594  75 CHEV MONT 350 COLD TRANS  4.47   91.0   536.6   1.53   12.8
                      COLD STAB   3.00  112.6   490.6   0.46   13.1
  IHC= 230 PPM HEXANE HOT TRANS   2.49   66.5   465.2   1.12   15.4
  ICO[ACT] =  5.2 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      3.70  102.3   512.6   0.97   13.0
  INOX     =   40 PPM
                      75 FTP      3.16   95.6   493.1   0.86   13.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.16   67.6   586.0   0.95   12.7
                      COLD STAB   0.71   43.9   616.4   0.28   12.9
                      HOT TRANS   0.94   48.8   537.1   0.63   14.4
                      72 FTP      1.40   55.2   601.8   0.60   12.8
                      75 FTP      1.07   50.1   588.5   0.51   13.2
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                         MPG
VEH                                         -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC      CO      CO2     NOXC      ECON
--------------------------------------------------------------------------------
595  75 CHEV MALI 350 COLD TRANS   3.45    76.6    593.1   2.01      12.3
                      COLD STAB    2.57    55.4    581.0   1.10      13.1
  IHC= 130 PPM HEXANE HOT TRANS    2.11    50.2    529.9   1.66      14.4
  ICO[ACT] =   1.3 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      2.99    65.6    586.8   1.54      12.7
  INOX      =    42 PPM
                      75 FTP       2.62    58.3    569.6   1.44      13.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.71    71.6    582.7   1.42      12.6
                      COLD STAB    0.47    17.5    614.9   0.80      13.8
                      HOT TRANS    1.26    43.3    530.1   1.18      14.7
                      72 FTP       1.54    43.4    599.5   1.10      13.2
                      75 FTP       1.15    35.6    585.2   1.03      13.8

596  75 CHEV STAW 350 COLD TRANS   5.62   139.9    615.4   1.93      10.4
                      COLD STAB    3.55   101.6    582.6   0.95      11.8
  IHC= 190 PPM HEXANE HOT TRANS    2.37    73.8    554.0   1.42      13.1
  ICO[ACT] =   5.3 %CO
  ICO[[PEC]=   N/A %CO 72 FTP      4.54   119.9    598.3   1.42      11.1
  INOX      =    24 PPM
                      75 FTP       3.65   101.9    581.5   1.28      11.8
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.26   103.1    645.7   2.27      10.9
                      COLD STAB    1.09    28.2    664.3   1.21      12.5
                      HOT TRANS    1.13    43.1    597.6   1.69      13.3
                      72 FTP       2.13    64.0    655.4   1.71      11.6
                      75 FTP       1.55    47.7    642.3   1.56      12.3

598  75 CHEV NOVA 350 COLD TRANS   5.27   119.6    484.1   1.97      12.9
                      COLD STAB    4.55   128.2    447.0   0.71      13.4
  IHC= 370 PPM HEXANE HOT TRANS    3.97   104.8    431.5   1.46      14.6
  ICO[ACT] =   5.4 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      4.89   124.1    464.8   1.31      13.1
  INOX      =    39 PPM
                      75 FTP       4.54   120.0    450.4   1.18      13.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.29    82.2    528.7   1.43      13.3
                      COLD STAB    1.74    54.3    531.7   0.54      14.3
                      HOT TRANS    2.36    74.1    461.6   0.94      15.2
                      72 FTP       2.48    67.6    530.3   0.97      13.8
                      75 FTP       2.23    65.4    512.0   0.83      14.3
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                    -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO     CO2    NOXC   ECON
---------------------------------------------------------------------
599  75 CHEV MONT 350 COLD TRANS   2.43   56.1   546.2   3.47   13.8
                      COLD STAB    2.47   77.9   480.3   1.80   14.5
  IHC= 300 PPM HEXANE HOT TRANS    1.78   38.2   491.0   3.51   15.9
  ICO[ACT] =   3.3 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       2.45   67.5   511.8   2.60   14.2
  INOX     =    35 PPM
                      75 FTP       2.27   62.6   496.8   2.61   14.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.54   56.1   578.3   1.70   13.2
                      COLD STAB    1.65   45.7   544.0   0.78   14.3
                      HOT TRANS    1.23   31.2   525.5   1.57   15.3
                      72 FTP       2.08   50.7   560.4   1.22   13.7
                      75 FTP       1.72   43.9   546.0   1.18   14.3

600  75 CHEV MALI 350 COLD TRANS   4.94   98.5   495.5   1.89   13.3
                      COLD STAB    5.12  130.3   446.3   0.67   13.3
  IHC= 680 PPM HEXANE HOT TRANS    4.33   76.8   429.6   1.71   15.7
  ICO[ACT] =   8.0 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       5.04  115.1   469.9   1.26   13.3
  INOX     =    10 PPM
                      75 FTP       4.87  109.2   451.9   1.21   13.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.26   69.7   565.2   1.67   13.0
                      COLD STAB    1.86   38.7   565.4   0.82   14.0
                      HOT TRANS    2.17   46.1   496.8   1.42   15.4
                      72 FTP       2.53   53.6   565.3   1.22   13.5
                      75 FTP       2.23   47.1   546.6   1.16   14.1

608  75 CHEV CAPR 454 COLD TRANS  32.49  101.6   829.8   3.44    8.1
                      COLD STAB   12.59   10.2   905.9   2.35    9.2
  IHC= 410 PPM HEXANE HOT TRANS   21.28   59.6   774.2   3.00    9.5
  ICO[ACT] =   0.1 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      22.11   53.9   869.5   2.87    8.7
  INOX     =    36 PPM
                      75 FTP      19.06   42.5   854.3   2.75    9.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.19   52.9   851.6   2.86    9.4
                      COLD STAB    0.63    0.5   883.8   1.56   10.0
                      HOT TRANS    1.45   33.5   762.3   2.31   10.8
                      72 FTP       1.85   25.6   868.4   2.18    9.7
                      75 FTP       1.38   20.3   844.0   2.03   10.1
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                     MPG
VEH                                     -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST   TYPE     HC     CO     CO2    NOXC     ECON
------------------------------------------------------------------------
609  75 CHRY CORD 360 COLD TRANS    3.05   88.4   592.4   1.40     12.0
                      COLD STAB     2.08   63.5   572.4   0.73     13.1
  IHC=  80 PPM HEXANE HOT TRANS     2.42   77.2   499.5   1.61     14.1
  ICO[ACT] =   1.6 %CO
  ICO[SPEC]=   0.3 %CO 72 FTP       2.54   75.4   582.0   1.05     12.5
  INOX      =    38 PPM
                      75 FTP        2.37   72.4   556.7   1.11     13.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    2.00   66.0   625.1   0.92     12.1
                      COLD STAB     0.76   30.7   667.9   0.47     12.4
                      HOT TRANS     1.92   74.4   549.1   1.13     13.2
                      72 FTP        1.35   47.6   647.4   0.69     12.2
                      75 FTP        1.33   49.9   626.7   0.74     12.5

610  75 CHRY CORD 360 COLD TRANS    5.29   80.2   590.6   1.76     12.1
                      COLD STAB     1.92   51.8   596.8   1.29     13.0
  IHC= 340 PPM HEXANE HOT TRANS     2.83   70.5   525.8   1.71     13.7
  ICO[ACT] =   8.0 %CO
  ICO[SPEC]=   0.3 %CO 72 FTP       3.53   65.4   593.8   1.52     12.5
  INOX      =    55 PPM
                      75 FTP        2.86   62.8   576.2   1.50     13.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    3.24   72.5   618.5   1.66     11.9
                      COLD STAB     1.17   29.0   659.1   1.19     12.5
                      HOT TRANS     1.78    5.7   566.8   1.70     15.3
                      72 FTP        2.16   49.8   639.7   1.41     12.2
                      75 FTP        1.76   31.6   625.6   1.43     13.0

611  75 CHRY NEWP 400 COLD TRANS    9.05  153.4   589.0   1.70     10.3
                      COLD STAB    10.92  185.0   534.1   0.90     10.3
  IHC=1420 PPM HEXANE HOT TRANS     7.89  129.9   508.7   1.54     12.0
  ICO[ACT] =  10.0 %CO
  ICO[SPEC]=   0.3 %CO 72 FTP      10.03  169.9   560.4   1.28     10.3
  INOX      =    14 PPM
                      75 FTP        9.71  163.4   538.5   1.24     10.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    3.69  102.5   703.2   1.32     10.1
                      COLD STAB     1.31   40.2   751.2   1.07     10.8
                      HOT TRANS     2.07   66.5   622.7   1.36     12.1
                      72 FTP        2.45   70.0   728.2   1.19     10.5
                      75 FTP        2.01   60.2   706.2   1.20     11.0
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                   MPG
VEH                                    -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC     ECON
----------------------------------------------------------------------
613  75 CHRY NEWP 400 COLD TRANS  4.61  115.7   697.6   1.77      9.9
                      COLD STAB   4.52  123.6   629.1   1.20     10.6
  IHC= 370 PPM HEXANE HOT TRANS   4.53  122.0   579.6   1.68     11.3
  ICO[ACT] =  6.8 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP      4.56  119.8   661.9   1.47     10.3
  INOX     =   34 PPM
                      75 FTP      4.54  121.5   629.7   1.45     10.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.85  141.5   730.0   1.34      9.2
                      COLD STAB   1.41   45.6   758.7   0.73     10.6
                      HOT TRANS   2.89  104.6   654.7   1.39     10.7
                      72 FTP      3.05   91.5   744.9   1.02      9.9
                      75 FTP      2.52   81.4   724.4   1.03     10.3

615  75 CHRY NEWY 440 COLD TRANS  5.07  107.4   698.6   2.47     10.0
                      COLD STAB   3.40   98.2   686.0   1.29     10.4
  IHC= 200 PPM HEXANE HOT TRANS   3.02   74.4   655.8   2.36     11.3
  ICO[ACT] =  5.6 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP      4.20  102.6   692.0   1.85     10.2
  INOX     =   42 PPM
                      75 FTP      3.64   93.6   680.4   1.82     10.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.18   85.3   789.2   1.19      9.5
                      COLD STAB   0.26   13.1   863.1   0.70     10.0
                      HOT TRANS   0.96   37.7   773.2   1.27     10.6
                      72 FTP      1.66   47.7   827.7   0.94      9.8
                      75 FTP      1.06   34.7   823.3   0.96     10.1

616  75 DODG DART 225 COLD TRANS  3.88   66.7   442.4   3.29     15.9
                      COLD STAB   2.45   54.1   406.4   2.13     17.8
  IHC= 220 PPM HEXANE HOT TRANS   2.54   50.3   388.5   3.00     18.7
  ICO[ACT] =  5.3 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP      3.13   60.1   423.6   2.69     16.8
  INOX     =   59 PPM
                      75 FTP      2.77   55.7   408.9   2.61     17.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.66   74.1   452.6   2.37     15.3
                      COLD STAB   2.23   52.2   442.2   1.73     16.7
                      HOT TRANS   2.40   50.6   402.7   2.15     18.1
                      72 FTP      2.91   62.7   447.2   2.04     16.0
                      75 FTP      2.57   56.3   433.6   1.98     16.7
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APPENDIX C,CONT´D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                 MPG
VEH                                  -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST   TYPE    HC     CO     CO2   NOXC   ECON
--------------------------------------------------------------------
618  75 DODG DART 318 COLD TRANS    4.60   86.0   525.8  1.62   13.1
                      COLD STAB     2.66   75.4   542.6  0.65   13.3
  IHC= 200 PPM HEXANE HOT TRANS     2.35   40.7   493.5  1.39   15.7
  ICO[ACT] =   6.0 %CO
  ICO[SPEC]=   0.3 %CO 72 FTP       3.59   80.5   534.6  1.11   13.2
  INOX     =    10 PPM
                      75 FTP        2.97   68.1   525.8  1.05   13.8
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    3.02   56.5   576.9  1.38   13.1
                      COLD STAB     0.19    8.1   636.3  0.66   13.7
                      HOT TRANS     0.88   13.4   550.1  0.87   15.5
                      72 FTP        1.55   31.3   607.9  1.00   13.4
                      75 FTP        0.96   19.5   600.6  0.86   14.0

620  75 DODG CHAR 318 COLD TRANS    3.23   49.8   536.5  3.23   14.2
                      COLD STAB     2.70   71.6   504.0  1.34   14.2
  IHC= 300 PPM HEXANE HOT TRANS     1.92   31.7   489.1  4.55   16.3
  ICO[ACT] =   6.9 %CO
  ICO[SPEC]=   0.3 %CO 72 FTP       2.95   61.2   519.5  2.24   14.2
  INOX     =    48 PPM
                      75 FTP        2.60   56.2   506.6  2.60   14.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    2.19   37.5   605.9  1.33   13.2
                      COLD STAB     0.73   24.3   618.3  0.66   13.5
                      HOT TRANS     0.94   14.5   549.4  1.59   15.4
                      72 FTP        1.43   30.6   612.3  0.98   13.3
                      75 FTP        1.09   24.3   596.9  1.05   13.9

621  75 DODG CHAR 360 COLD TRANS    3.06   75.1   525.7  2.34   13.6
                      COLD STAB     2.54   78.8   538.9  1.04   13.2
  IHC= 200 PPM HEXANE HOT TRANS     2.42   75.5   461.8  2.16   15.1
  ICO[ACT] =   5.0 %CO
  ICO[SPEC]=   0.3 %CO 72 FTP       2.79   77.0   532.6  1.66   13.4
  INOX     =    48 PPM
                      75 FTP        2.62   77.1   515.2  1.61   13.8
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    3.11   67.6   556.0  1.19   13.2
                      COLD STAB     1.15   33.4   634.6  0.31   12.8
                      HOT TRANS     1.77   60.4   508.8  1.00   14.6
                      72 FTP        2.09   49.8   597.0  0.73   13.0
                      75 FTP        1.72   47.8   584.1  0.68   13.4
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                        MPG
VEH                                     -----GRAMS PER MILE-----       FUEL
NO.   YR MAKE MODL CID TEST    TYPE     HC     CO      CO2    NOXC     ECON
---------------------------------------------------------------------------
622   75 DODG CHAR 400 COLD TRANS     6.21   99.0    608.9    1.62     11.3
                       COLD STAB      2.80   66.9    607.3    0.75     12.3
  IHC= 210 PPM HEXANE HOT TRANS       2.81   50.3    559.9    1.49     13.7
  ICO[ACT] =   1.6 %CO
  ICO[SPEC]=   0.3 %CO 72 FTP         4.43   82.2    608.1    1.17     11.8
  INOX     =    38 PPM
                       75 FTP         3.50   69.0    594.7    1.13     12.4
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS     5.22   97.5    695.5    1.03     10.3
                       COLD STAB      0.81   30.3    758.2    0.39     11.0
                       HOT TRANS      2.18   49.9    633.2    0.71     12.4
                       72 FTP         2.92   62.5    728.2    0.70     10.6
                       75 FTP         2.09   49.5    711.2    0.61     11.2

623   75 DODG MONA 400 COLD TRANS     7.43  152.8    623.8    1.26     10.0
                       COLD STAB      6.29  172.7    591.6    0.73     10.1
  IHC=1300 PPM HEXANE HOT TRANS       5.47  126.6    527.1    1.12     11.9
  ICO[ACT] =  10.0 %CO
  ICO[SPEC]=   0.3 %CO 72 FTP         6.83  163.1    607.0    0.98     10.0
  INOX     =    14 PPM
                       75 FTP         6.30  156.0    580.6    0.95     10.5
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS     4.58  112.7    659.4    1.18     10.4
                       COLD STAB      1.85   63.6    681.8    0.61     11.3
                       HOT TRANS      3.62   87.3    574.9    1.12     12.3
                       72 FTP         3.16   87.1    671.1    0.88     10.9
                       75 FTP         2.89   80.2    648.0    0.87     11.3

624   75 FORD PINT 140 COLD TRANS     2.77   44.8    389.1    2.26     19.0
                       COLD STAB      1.47   28.6    401.3    1.18     19.7
  IHC=  40 PPM HEXANE HOT TRANS       1.93   27.3    354.6    2.28     22.0
  ICO[ACT] =   0.4 %CO
  ICO[SPEC]=   N/A %CO 72 FTP         2.09   36.4    395.5    1.70     19.3
  INOX     =    42 PPM
                       75 FTP         1.86   31.6    386.0    1.70     20.1
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS     3.38   47.2    407.5    1.74     18.0
                       COLD STAB      1.20   29.6    433.9    0.88     18.3
                       HOT TRANS      1.76   28.2    367.9    1.69     21.2
                       72 FTP         2.24   38.0    421.3    1.29     18.2
                       75 FTP         1.80   32.8    410.4    1.28     19.0
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                    MPG
VEH                                    -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC    CO     CO2     NOXC     ECON
------------------------------------------------------------------------
649  75 FORD GRAN 302 COLD TRANS 11.60 250.2    460.8    0.30     10.0
                      COLD STAB   4.16 110.9    522.4    0.43     12.5
  IHC= 275 PPM HEXANE HOT TRANS   3.88  94.8    466.5    0.53     14.1
  ICO[ACT] =   4.8 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      7.72 177.6    492.9    0.37     11.1
  INOX     =    48 PPM
                      75 FTP      5.62 135.2    494.5    0.43     12.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.07 145.6    561.9    0.68     11.0
                      COLD STAB   3.18  85.7    601.3    0.31     11.9
                      HOT TRANS   3.89 113.1    512.4    0.48     12.6
                      72 FTP      4.08 114.4    582.4    0.49     11.5
                      75 FTP      3.76 105.5    568.9    0.43     11.9

653  75 FORD STAW 351 COLD TRANS  3.52  73.3    665.5    3.61     11.2
                      COLD STAB   1.62  51.7    646.9    1.62     12.1
  IHC=  60 PPM HEXANE HOT TRANS   1.36  42.7    599.3    3.86     13.2
  ICO[ACT] =   1.8 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      2.53  62.0    655.8    2.57     11.7
  INOX     =    40 PPM
                      75 FTP      1.94  53.7    637.8    2.64     12.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.99  62.4    728.4    2.72     10.6
                      COLD STAB   1.21  30.7    741.3    1.03     11.2
                      HOT TRANS   1.24  34.5    661.6    1.98     12.3
                      72 FTP      2.06  45.9    735.1    1.84     10.9
                      75 FTP      1.58  38.2    716.9    1.64     11.3

654  75 FORD ELIT 400 COLD TRANS  2.88  16.3    685.0    3.70     12.3
                      COLD STAB   3.06   8.7    624.9    1.67     13.7
  IHC=1150 PPM HEXANE HOT TRANS   2.51  11.2    580.7    2.72     14.6
  ICO[ACT] =   0.1 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      2.97  12.3    653.6    2.64     13.0
  INOX     =   101 PPM
                      75 FTP      2.87  10.9    625.2    2.38     13.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  1.58  30.7    784.0    2.16     10.6
                      COLD STAB   0.66  14.3    830.5    1.51     10.4
                      HOT TRANS   0.86  22.6    700.5    1.80     12.0
                      72 FTP      1.10  22.2    808.3    1.82     10.5
                      75 FTP      0.90  19.9    785.5    1.72     10.8
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                    MPG
VEH                                         -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO     CO2    NOXC   ECON
-------------------------------------------------------------------------
655  75 FORD LTD  460 COLD TRANS   4.53   44.1   768.0   4.24   10.4
                      COLD STAB    0.93   41.8   851.2   1.51    9.6
  IHC=  40 PPM HEXANE HOT TRANS    1.07   25.7   759.2   2.09   11.1
  ICO[ACT] =  1.9 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       2.66   42.9   811.3   2.82   10.0
  INOX     =   33 PPM
                      75 FTP       1.71   37.9   809.0   2.23   10.2
  OTHER TESTS:       SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.59   30.1   785.8   4.99   10.5
                      COLD STAB    0.88   23.7   834.2   1.89   10.2
                      HOT TRANS    1.51   15.6   763.2   2.26   11.2
                      72 FTP       2.17   26.7   811.1   3.37   10.3
                      75 FTP       1.61   22.8   804.9   2.63   10.5

656  75 FORD GRAN 351 COLD TRANS   6.75  109.4   587.2   3.76   11.4
                      COLD STAB    3.46  117.2   576.4   1.27   11.5
  IHC=  85 PPM HEXANE HOT TRANS    3.88   69.8   549.7   3.20   13.2
  ICO[ACT] =  4.4 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       5.03  113.5   581.6   2.46   11.4
  INOX     =   29 PPM
                      75 FTP       4.25  102.7   571.3   2.31   11.9
  OTHER TESTS:       SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.95   43.6   669.8   2.97   11.8
                      COLD STAB    2.44   20.2   677.0   1.62   12.4
                      HOT TRANS    2.32   17.9   608.5   2.71   13.8
                      72 FTP       3.64   31.4   673.6   2.27   12.1
                      75 FTP       2.93   24.4   656.8   2.20   12.6

664  75 FORD THND 460 COLD TRANS   4.42  147.5   675.3   2.17    9.6
                      COLD STAB    3.65  152.4   709.6   0.82    9.2
  IHC= 220 PPM HEXANE HOT TRANS    3.11  104.6   638.7   1.80   10.9
  ICO[ACT] =  9.5 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       4.02  150.1   693.2   1.47    9.4
  INOX     =   44 PPM
                      75 FTP       3.66  138.4   683.2   1.37    9.7
  OTHER TESTS:       SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   1.61   49.1   858.4   2.38    9.4
                      COLD STAB    0.85   41.7   907.0   1.01    9.1
                      HOT TRANS    1.01   25.5   799.1   2.07   10.5
                      72 FTP       1.21   45.2   883.7   1.67    9.3
                      75 FTP       1.05   38.8   867.6   1.58    9.5
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                      MPG
VEH                                  -----GRAMS PER MILE-----        FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC    CO     CO2    NOXC        ECON
-------------------------------------------------------------------------
665  76 LINC CONT 460 COLD TRANS   3.76   30.6   779.4   0.91        10.6
                      COLD STAB    1.31   49.0   727.4   0.84        11.0
  IHC=  40 PPM HEXANE HOT TRANS    1.17    7.0   706.0   1.34        12.3
  ICO[ACT] =   0.0 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      2.48   40.2   752.3   0.87        10.8
  INOX     =    43 PPM
                      75 FTP       1.78   33.7   732.3   0.99        11.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   2.55   24.3   910.0   1.38         9.3
                      COLD STAB    0.39    3.3   905.1   1.43         9.7
                      HOT TRANS    0.67    6.0   851.9   1.84        10.3
                      72 FTP       1.43   13.4   907.4   1.41         9.5
                      75 FTP       0.91    8.4   891.6   1.53         9.8

667  75 MERC MONA 200 COLD TRANS   5.39   23.4   480.7   0.79        16.6
                      COLD STAB    1.37   20.6   482.0   0.44        17.1
  IHC=  35 PPM HEXANE HOT TRANS    3.00   15.0   421.0   0.61        19.5
  ICO[ACT] =   0.3 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      3.30   22.0   481.4   0.61        16.9
  INOX     =    28 PPM
                      75 FTP       2.64   19.7   465.1   0.56        17.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   6.11   24.4   456.4   0.76        17.3
                      COLD STAB    1.20   20.0   471.5   0.44        17.5
                      HOT TRANS    2.97   18.5   415.4   0.64        19.6
                      72 FTP       3.55   22.1   464.2   0.59        17.4
                      75 FTP       2.69   20.5   453.1   0.56        18.0

672  75 MERC MONG 351 COLD TRANS   3.54   61.6   692.7   1.85        11.1
                      COLD STAB    1.79   51.0   687.6   0.89        11.5
  IHC= 140 PPM HEXANE HOT TRANS    1.92   49.0   604.3   1.59        12.9
  ICO[ACT] =   2.5 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      2.62   56.1   690.0   1.35        11.3
  INOX     =    20 PPM
                      75 FTP       2.18   52.6   665.9   1.28        11.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.47   64.2   714.5   1.78        10.7
                      COLD STAB    1.25   20.3   729.5   1.18        11.6
                      HOT TRANS    2.00   38.4   630.4   1.77        12.7
                      72 FTP       2.31   41.3   722.3   1.47        11.2
                      75 FTP       1.91   34.3   699.4   1.47        11.7
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APPENDIX C,CONT´D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                MPG
VEH                                   -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE   HC     CO     CO2    NOXC  ECON
---------------------------------------------------------------------
675  75 OLDS OMEG 260 COLD TRANS  2.53   54.3   551.8   2.85  13.8
                      COLD STAB   1.45   40.6   513.2   0.96  15.3
  IHC= 285 PPM HEXANE HOT TRANS   1.30   29.5   482.1   2.59  16.7
  ICO[ACT] =  3.8 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      1.97   47.1   531.7   1.86  14.5
  INOX     =   49 PPM
                      75 FTP      1.63   40.4   512.7   1.79  15.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  2.00   42.3   625.4   2.00  12.7
                      COLD STAB   0.37   14.1   642.0   0.66  13.3
                      HOT TRANS   0.78   21.4   568.6   1.62  14.7
                      72 FTP      1.15   27.6   634.1   1.30  13.0
                      75 FTP      0.82   21.9   618.6   1.20  13.5

689  75 PLYM DUST 225 COLD TRANS  4.78   61.0   405.3   0.74  17.2
                      COLD STAB   2.90   56.1   426.2   0.26  16.9
  IHC= 220 PPM HEXANE HOT TRANS   3.53   57.4   370.9   0.69  18.8
  ICO[ACT] =  6.0 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP      3.80   58.5   416.2   0.49  17.1
  INOX     =   60 PPM
                      75 FTP      3.46   57.5   406.8   0.47  17.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.03   43.7   416.4   0.78  17.9
                      COLD STAB   2.13   33.5   450.8   0.40  17.4
                      HOT TRANS   2.51   37.4   391.5   0.76  19.4
                      72 FTP      2.56   38.4   434.3   0.58  17.7
                      75 FTP      2.42   36.7   427.6   0.57  18.0

690  75 PLYM VALI 225 COLD TRANS  4.53  103.3   458.3   1.71  14.0
                      COLD STAB   3.34  103.4   403.7   1.25  15.4
  IHC=  75 PPM HEXANE HOT TRANS   3.43   88.1   399.0   1.59  16.2
  ICO[ACT] =  1.8 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP      3.91  103.3   429.9   1.47  14.7
  INOX     =   83 PPM
                      75 FTP      3.61   99.2   413.7   1.44  15.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.71  114.5   497.8   1.52  12.8
                      COLD STAB   2.55   85.1   449.6   1.13  15.0
                      HOT TRANS   2.62   78.8   425.7   1.23  15.9
                      72 FTP      4.07   99.1   472.7   1.32  13.8
                      75 FTP      3.22   89.4   453.0   1.24  14.7
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                     MPG
VEH                                    -----GRAMS PER MILE-----     FUEL
NO.  YR MAKE MODL CID TEST   TYPE     HC      CO      CO2     NOXC   ECON
-------------------------------------------------------------------------
691   75 PLYM DUST 225 COLD TRANS    3.79   60.5    462.0    1.13    15.6
                       COLD STAB     2.37   63.1    402.3    0.66    17.4
  IHC= 325 PPM HEXANE  HOT TRANS     2.28   47.0    405.3    0.89    18.3
  ICO[ACT] =   9.5 %CO
  ICO[SPEC]=   0.3 %CO 72 FTP        3.05   61.9    430.8    0.88    16.5
  INOX     =    38 PPM
                       75 FTP        2.64   58.2    415.4    0.82    17.2
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS    3.44   60.6    473.8    0.98    15.3
                       COLD STAB     1.24   40.6    452.5    0.48    17.1
                       HOT TRANS     2.08   47.9    419.1    0.83    17.7
                       72 FTP        2.29   50.2    462.7    0.72    16.2
                       75 FTP        1.92   46.7    447.8    0.68    16.8

694   75 PLYM FURY 360 COLD TRANS    6.90  132.2    566.7    1.95    11.1
                       COLD STAB     5.32  122.4    545.5    1.09    11.8
  IHC=1010 PPM HEXANE  HOT TRANS     5.18  102.0    510.1    1.94    12.9
  ICO[ACT] =   9.7 %CO
  ICO[SPEC]=   0.3 %CO 72 FTP        6.07  127.1    555.6    1.50    11.5
  INOX     =    14 PPM
                       75 FTP        5.61  118.9    540.2    1.50    11.9
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS    4.00   89.6    661.7    1.45    10.9
                       COLD STAB     0.85   23.2    684.9    0.95    12.3
                       HOT TRANS     2.00   67.7    583.2    1.38    12.8
                       72 FTP        2.36   55.0    673.8    1.19    11.6
                       75 FTP        1.81   49.0    652.4    1.17    12.1

696   75 PONT FIRE 250 COLD TRANS    3.46   90.2    426.2    1.64    15.3
                       COLD STAB     2.39   71.1    409.4    1.88    16.8
  IHC= 325 PPM HEXANE  HOT TRANS     1.93   45.4    392.6    1.91    18.9
  ICO[ACT] =   7.1 %CO
  ICO[SPEC]=   N/A %CO 72 FTP        2.90   80.3    417.4    1.77    16.1
  INOX     =    21 PPM
                       75 FTP        2.48   68.0    408.2    1.84    17.0
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS    2.83   71.1    468.7    1.55    15.1
                       COLD STAB     0.18    1.6    458.7    2.16    19.2
                       HOT TRANS     0.70   18.8    417.4    1.63    19.8
                       72 FTP        1.45   34.8    463.5    1.87    17.0
                       75 FTP        0.87   20.6    449.5    1.89    18.3
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                        MPG
VEH                                      -----GRAMS PER MILE-----      FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO      CO2    NOXC       ECON
---------------------------------------------------------------------------
698   75 PONT FIRE 350 COLD TRANS 13.37 227.1   483.9   0.63      10.0
                       COLD STAB   7.56 163.4   476.2   0.35      11.7
  IHC= 250 PPM HEXANE HOT TRANS    7.28 189.5   405.4   0.50      12.2
  ICO[ACT] =   8.0 %CO
  ICO[SPEC]=   N/A %CO 72 FTP     10.34 193.9   479.9   0.48      10.9
  INOX     =    25 PPM
                       75 FTP      8.68 183.7   458.5   0.45      11.5
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS  8.10 165.5   493.9   0.90      11.4
                       COLD STAB   3.41  80.9   506.3   0.77      13.8
                       HOT TRANS   4.36 133.4   416.8   0.71      13.9
                       72 FTP      5.66 121.4   500.3   0.83      12.5
                       75 FTP      4.64 112.6   479.3   0.78      13.2

699   75 PONT LEMA 350 COLD TRANS  3.13  80.5   548.3   3.18      13.0
                       COLD STAB   2.43  72.9   573.8   2.26      12.7
  IHC= 350 PPM HEXANE HOT TRANS    1.92  59.0   498.4   3.48      14.9
  ICO[ACT] =   9.9 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      2.77  76.5   561.6   2.70      12.9
  INOX     =    20 PPM
                       75 FTP      2.44  70.7   548.0   2.78      13.3
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS  2.34  50.0   577.1   3.08      13.4
                       COLD STAB   0.52  13.9   603.3   2.06      14.2
                       HOT TRANS   0.99  24.7   520.2   3.38      15.8
                       72 FTP      1.39  31.2   590.7   2.55      13.8
                       75 FTP      1.02  24.3   575.2   2.63      14.4

700   75 PONT CATA 400 COLD TRANS 17.95 245.2   513.6   1.30       9.3
                       COLD STAB   5.51 145.8   518.1   1.11      11.6
  IHC= 450 PPM HEXANE HOT TRANS    4.43 128.8   487.4   1.70      12.6
  ICO[ACT] =   7.5 %CO
  ICO[SPEC]=   N/A %CO 72 FTP     11.46 193.4   515.9   1.20      10.4
  INOX     =    25 PPM
                       75 FTP      7.78 161.6   508.8   1.31      11.3
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS 14.20 252.0   604.7   0.63       8.5
                       COLD STAB   3.79 109.9   659.4   0.46      10.5
                       HOT TRANS   3.35 121.1   581.3   0.65      11.3
                       72 FTP      8.77 177.9   633.2   0.54       9.4
                       75 FTP      5.81 142.2   626.9   0.54      10.2
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                   MPG
VEH                                    -----GRAMS PER MILE-----   FUEL
NO.   YR MAKE MODL CID TEST   TYPE    HC     CO     CO2    NOXC   ECON
----------------------------------------------------------------------
701   76 PONT FIRE 400 COLD TRANS    3.76   74.3   550.1   2.49   13.1
                       COLD STAB     3.30   68.1   554.6   2.14   13.2
   IHC= 440 PPM HEXANE HOT TRANS     3.09   60.0   500.8   2.66   14.7
   ICO[ACT] =   5.4 %CO
   ICO[SPEC]=   N/A %CO 72 FTP       3.52   71.0   552.5   2.31   13.1
   INOX     =    32 PPM
                       75 FTP        3.34   67.1   539.0   2.35   13.5
   OTHER TESTS:        SC/3M MTCE EFF
  AFTER MAINTENANCE    COLD TRANS    4.10   69.9   629.8   1.36   11.8
                       COLD STAB     2.77   71.4   613.0   0.85   12.1
                       HOT TRANS     2.79   56.4   551.8   1.21   13.7
                       72 FTP        3.41   70.7   621.0   1.10   11.9
                       75 FTP        3.05   67.0   599.7   1.06   12.4

705   75 DATS B210  85 COLD TRANS    3.23   44.8   291.5   2.12   23.8
                       COLD STAB     1.42   29.2   316.1   0.88   24.2
   IHC=  85 PPM HEXANE HOT TRANS     2.28   33.7   263.6   1.93   27.4
   ICO[ACT] =   2.4 %CO
   ICO[SPEC]=   2.0 %CO 72 FTP       2.29   36.7   304.3   1.47   24.0
   INOX     =    10 PPM
                       75 FTP        2.03   33.6   296.7   1.42   24.9
   OTHER TESTS:        SC/3M MTCE EFF
  AFTER MAINTENANCE    COLD TRANS    3.35   41.1   310.1   2.88   23.0
                       COLD STAB     1.97   30.9   319.3   1.50   23.7
                       HOT TRANS     2.00   30.4   267.6   2.52   27.6
                       72 FTP        2.63   35.8   314.9   2.16   23.4
                       75 FTP        2.26   32.9   303.3   2.06   24.5

709   75 OPEL STAW 116 COLD TRANS    4.22   84.2   359.5   0.92   17.6
                       COLD STAB     2.52   80.3   394.0   0.70   16.8
   IHC= 130 PPM HEXANE HOT TRANS     2.57   67.8   328.0   0.81   20.1
   ICO[ACT] =   6.4 %CO
   ICO[SPEC]=   2.0 %CO 72 FTP       3.34   82.2   377.5   0.80   17.2
   INOX     =    70 PPM
                       75 FTP        2.89   77.7   368.9   0.77   17.7
   OTHER TESTS:        SC/3M MTCE EFF
  AFTER MAINTENANCE    COLD TRANS    3.50   67.8   373.1   1.12   18.1
                       COLD STAB     2.67   55.9   414.0   0.78   17.4
                       HOT TRANS     2.50   56.6   340.9   0.96   20.3
                       72 FTP        3.07   61.6   394.4   0.94   17.7
                       75 FTP        2.79   58.5   385.6   0.90   18.2
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                          MPG
VEH                                       -----GRAMS PER MILE-----       FUEL
NO.  YR MAKE MODL CID TEST  TYPE       HC      CO      CO2     NOXC      ECON
-------------------------------------------------------------------------------
713  75 TOYO CORO 134 COLD TRANS     2.80    46.7    400.8    3.65      18.4
                      COLD STAB      1.76    32.5    427.7    1.34      18.3
  IHC=  80 PPM HEXANE HOT TRANS      1.66    30.5    356.6    3.39      [illegible]
  ICO[ACT] =   1.2 %CO
  ICO[SPEC]=   N/A %CO 72 FTP         2.26    39.3    414.8    2.45      18.3
  INOX     =    35 PPM
                      75 FTP         1.95    34.8    402.8    2.38      19.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS     3.48    55.4    406.4    3.74      17.6
                      COLD STAB      1.65    31.9    455.7    1.38      17.4
                      HOT TRANS      1.66    30.0    376.0    3.67      20.7
                      72 FTP         2.53    43.1    432.1    2.51      17.5
                      75 FTP         2.03    36.2    423.8    2.49      18.2

714  75 VOLK SEDA  97 COLD TRANS     3.98    43.0    268.6    2.35      25.5
                      COLD STAB      2.30    31.1    292.8    1.36      25.4
  IHC= 165 PPM HEXANE HOT TRANS      2.15    28.5    257.7    2.03      28.7
  ICO[ACT] =   3.5 %CO
  ICO[SPEC]=   2.0 %CO 72 FTP         3.11    36.8    281.2    1.83      25.4
  INOX     =    88 PPM
                      75 FTP         2.61    32.8    278.2    1.75      26.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS     2.79    34.2    344.6    1.98      21.8
                      COLD STAB      1.53    13.7    398.1    1.11      20.9
                      HOT TRANS      1.46    15.8    324.0    1.65      25.1
                      72 FTP         2.13    23.5    372.5    1.52      21.3
                      75 FTP         1.77    18.5    366.9    1.43      22.1

715  75 VOLK SEDA  97 COLD TRANS     3.01    51.2    262.3    1.76      25.2
                      COLD STAB      2.89    55.7    265.0    0.99      24.5
  IHC= 445 PPM HEXANE HOT TRANS      3.92    48.0    236.0    1.24      27.4
  ICO[ACT] =   7.3 %CO
  ICO[SPEC]=   2.0 %CO 72 FTP         2.95    53.6    263.7    1.36      24.8
  INOX     =    40 PPM
                      75 FTP         3.20    52.7    256.6    1.22      25.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS     2.62    41.5    299.0    1.60      23.8
                      COLD STAB      1.95    24.1    323.1    1.17      24.2
                      HOT TRANS      2.34    52.2    271.5    1.09      24.6
                      72 FTP         2.27    32.4    311.6    1.38      24.0
                      75 FTP         2.20    35.4    304.0    1.24      24.2
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                    MPG
VEH                                      -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC   ECON
--------------------------------------------------------------------------
716  75 VOLK SEDA  97 COLD TRANS   4.50   75.4   264.5   1.04   22.3
                      COLD STAB    3.17   79.5   292.6   0.67   20.8
  IHC= 300 PPM HEXANE HOT TRANS    2.68   63.1   247.7   0.84   25.0
  ICO[ACT] =  7.0 %CO
  ICO[SPEC]=  2.5 %CO 72 FTP       3.81   77.5   279.1   0.85   21.5
  INOX     =   58 PPM
                      75 FTP       3.31   74.2   274.5   0.79   22.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.27   62.8   314.2   0.84   21.0
                      COLD STAB    2.22   40.7   366.7   0.67   20.3
                      HOT TRANS    2.26   49.5   307.8   0.76   22.6
                      72 FTP       2.72   51.3   341.5   0.75   20.6
                      75 FTP       2.45   47.7   339.8   0.73   21.0

717  75 VOLK TRAN 109 COLD TRANS   5.49   83.7   352.2   1.09   17.7
                      COLD STAB    4.52   64.5   386.0   1.15   17.7
  IHC= 480 PPM HEXANE HOT TRANS    3.94   72.0   312.7   0.90   20.2
  ICO[ACT] =  7.0 %CO
  ICO[SPEC]=  4.0 %CO 72 FTP       4.98   73.7   369.8   1.12   17.7
  INOX     =   43 PPM
                      75 FTP       4.56   70.5   359.0   1.07   18.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.61   62.2   447.0   2.61   16.0
                      COLD STAB    2.36   44.5   495.4   2.14   15.5
                      HOT TRANS    3.01   48.9   401.1   1.09   18.2
                      72 FTP       2.96   52.9   472.3   2.36   15.7
                      75 FTP       2.79   49.3   459.7   1.95   16.3

046  74 AMMO HORN 304 COLD TRANS   6.79   78.7   492.0   4.06   13.9
                      COLD STAB    4.92   63.6   482.0   1.99   14.9
  IHC= 225 PPM HEXANE HOT TRANS    5.13   56.3   452.2   3.88   15.9
  ICO[ACT] =  2.5 %CO
  ICO[SPEC]=  1.0 %CO 72 FTP       5.82   70.8   486.8   2.98   14.4
  INOX     =   70 PPM
                      75 FTP       5.36   64.7   475.9   2.93   14.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   6.39   72.6   518.7   4.10   13.6
                      COLD STAB    4.21   34.6   554.5   2.44   14.3
                      HOT TRANS    4.90   47.6   482.3   4.57   15.5
                      72 FTP       5.26   52.8   537.4   3.23   13.9
                      75 FTP       4.85   46.0   527.5   3.36   14.4
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                       MPG
VEH                                      -----GRAMS PER MILE-----     FUEL
NO.  YR MAKE MODL CID TEST  TYPE      HC      CO     CO2    NOXC      ECON
--------------------------------------------------------------------------
047   74 BUIC RIVI 455 COLD TRANS   5.32    67.1   757.6    4.75      10.1
                       COLD STAB    3.93    30.0   737.0    2.75      11.1
  IHC= 100 PPM HEXANE  HOT TRANS    4.11    31.8   666.3    5.27      12.2
  ICO[ACT] =   0.2 %CO
  ICO[SPEC]=   0.3 %CO 72 FTP       4.60    47.8   746.9    3.71      10.6
  INOX     =     89 PPM
                       75 FTP       4.26    38.1   722.0    3.85      11.2
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS   5.34    78.6   771.6    4.34       9.7
                       COLD STAB    3.40    24.6   774.6    2.74      10.8
                       HOT TRANS    4.57    32.1   682.4    5.15      11.9
                       72 FTP       4.33    50.5   773.2    3.51      10.2
                       75 FTP       4.12    37.8   748.9    3.73      10.8

048   74 BUIC CENT 350 COLD TRANS   4.02    97.4   558.0    3.22      12.3
                       COLD STAB    3.19    79.0   527.6    1.45      13.4
  IHC= 200 PPM HEXANE  HOT TRANS    3.81    72.1   484.7    3.26      14.5
  ICO[ACT] =   0.8 %CO
  ICO[SPEC]=   0.3 %CO 72 FTP       3.59    87.8   542.2    2.30      12.8
  INOX     =     40 PPM
                       75 FTP       3.53    80.9   522.2    2.31      13.4
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS   2.87    72.5   698.0    1.53      10.8
                       COLD STAB    1.58    47.9   695.8    0.96      11.4
                       HOT TRANS    2.10    56.6   590.6    1.57      12.9
                       72 FTP       2.19    59.6   696.9    1.23      11.1
                       75 FTP       1.99    55.3   667.6    1.25      11.7

049   74 CHEV VEGA 140 COLD TRANS   3.65    77.3   395.4    3.26      16.8
                       COLD STAB    2.75    62.8   321.8    2.07      20.7
  IHC= 300 PPM HEXANE  HOT TRANS    2.51    53.6   331.8    2.82      20.9
  ICO[ACT] =   7.7 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP       3.18    69.8   357.0    2.64      18.6
  INOX     =     82 PPM
                       75 FTP       2.87    63.3   339.7    2.52      19.8
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS   4.40    58.9   386.4    3.05      18.0
                       COLD STAB    2.49    52.4   319.4    2.09      21.7
                       HOT TRANS    2.41    45.0   314.0    2.56      22.6
                       72 FTP       3.41    55.5   351.5    2.55      19.7
                       75 FTP       2.86    51.7   331.7    2.42      21.0
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                    MPG
VEH                                    -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO      CO2    NOXC     ECON
-----------------------------------------------------------------------
050  74 CHEV MONT 350 COLD TRANS 62.02 407.2    479.4    0.32      6.7
                      COLD STAB   3.67  85.6    616.8    0.71     11.6
  IHC=  90 PPM HEXANE HOT TRANS   6.52 117.3    499.8    0.92     12.6
  ICO[ACT] =   1.3 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP    31.60 239.5    551.0    0.52      8.6
  INOX     =    35 PPM
                      75 FTP     16.46 160.4    556.6    0.69     10.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.28  82.4    563.5    1.40     12.5
                      COLD STAB   3.82  29.8    611.8    1.07     13.2
                      HOT TRANS   4.78  62.1    501.0    1.36     14.5
                      72 FTP      4.52  55.0    588.7    1.23     12.9
                      75 FTP      4.38  49.4    571.6    1.22     13.4

051  74 CHEV NOVA 250 COLD TRANS  3.78  73.2    442.7    1.88     15.6
                      COLD STAB   2.53  44.5    498.6    1.34     15.4
  IHC=  90 PPM HEXANE HOT TRANS   3.33  57.8    385.7    1.80     18.2
  ICO[ACT] =   1.0 %CO
  ICO[SPEC]=   0.3 %CO 72 FTP     3.13  58.2    471.9    1.60     15.5
  INOX     =    32 PPM
                      75 FTP      3.00  54.0    456.3    1.58     16.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.04  84.8    437.9    1.71     15.1
                      COLD STAB   1.98  32.1    474.7    1.19     16.7
                      HOT TRANS   3.03  46.1    393.9    2.05     18.6
                      72 FTP      3.44  57.3    457.1    1.44     15.9
                      75 FTP      2.89  46.8    445.1    1.53     16.8

052  74 CHEV CAMA 350 COLD TRANS  6.10 113.9    634.2    1.73     10.7
                      COLD STAB   3.37  91.1    628.1    0.77     11.3
  IHC=  50 PPM HEXANE HOT TRANS   3.71  76.5    537.1    1.41     13.3
  ICO[ACT] =   2.0 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP     4.68 102.0    631.0    1.23     11.0
  INOX     =    33 PPM
                      75 FTP      4.03  91.8    604.5    1.14     11.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.57 102.9    601.6    1.45     11.4
                      COLD STAB   3.03  60.4    621.5    0.76     12.2
                      HOT TRANS   3.33  68.2    535.6    1.17     13.6
                      72 FTP      4.25  80.7    612.0    1.09     11.8
                      75 FTP      3.63  71.3    594.0    1.01     12.4
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                  -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST   TYPE    HC     CO     CO2    NOXC   ECON
------------------------------------------------------------------------
053  74 CHEV CHEL 350 COLD TRANS   3.70  117.6   596.1   0.73   11.2
                      COLD STAB    2.16   69.9   627.2   0.63   11.9
  IHC=  75 PPM HEXANE HOT TRANS    3.15   84.0   529.3   0.88   13.2
  ICO[ACT] =   2.6 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP      2.90   92.7   612.3   0.68   11.6
  INOX     =    33 PPM
                      75 FTP       2.75   83.6   594.1   0.72   12.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.17  111.7   661.4   0.74   10.5
                      COLD STAB    1.87   39.1   690.7   0.79   11.7
                      HOT TRANS    2.91   77.2   574.1   0.93   12.6
                      72 FTP       2.49   73.8   676.6   0.76   11.1
                      75 FTP       2.42   64.4   652.8   0.82   11.7

054  74 CHEV CAPR 400 COLD TRANS   5.82  155.4   779.4   2.07    8.5
                      COLD STAB    5.89  181.1   709.3   1.12    8.8
  IHC= 200 PPM HEXANE HOT TRANS    5.23  148.1   642.7   1.53    9.9
  ICO[ACT] =   8.8 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      5.86  168.8   742.8   1.58    8.6
  INOX     =    50 PPM
                      75 FTP       5.70  166.8   705.5   1.43    9.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.16   96.0   807.5   2.25    9.1
                      COLD STAB    3.57   53.8   801.8   1.48    9.9
                      HOT TRANS    4.08   79.3   671.9   1.76   11.0
                      72 FTP       4.33   74.0   804.5   1.85    9.5
                      75 FTP       4.03   69.4   767.5   1.72   10.0

055  74 DODG CHAR 318 COLD TRANS  16.96  238.3   436.6   0.87   10.3
                      COLD STAB   10.61  174.4   419.0   0.43   12.2
  IHC= 220 PPM HEXANE HOT TRANS   10.13  176.2   380.8   0.78   12.9
  ICO[ACT] =   0.2 %CO
  ICO[SPEC]=   N/A %CO 72 FTP     13.65  205.0   427.4   0.64   11.2
  INOX     =    53 PPM
                      75 FTP      11.79  188.1   412.2   0.62   11.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   6.29   98.7   523.8   1.69   12.7
                      COLD STAB    4.39   81.4   523.0   0.95   13.3
                      HOT TRANS    4.73   76.6   466.1   1.53   14.8
                      72 FTP       5.30   89.7   523.4   1.31   13.0
                      75 FTP       4.87   83.7   507.6   1.26   13.6
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                 MPG
VEH                                    -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST   TYPE    HC    CO     CO2    NOXC   ECON
-----------------------------------------------------------------------
056  74 DODG DART 225 COLD TRANS   4.93  86.9   396.2   1.96   16.2
                      COLD STAB    3.63  72.6   364.5   1.12   18.1
  IHC= 320 PPM HEXANE HOT TRANS    4.23  80.0   347.6   1.72   18.2
  ICO[ACT] =   7.1 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP      4.25  79.5   379.7   1.52   17.1
  INOX     =    52 PPM
                      75 FTP       4.06  77.6   366.4   1.46   17.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.45 103.1   444.1   1.40   14.3
                      COLD STAB    2.75  58.3   457.8   1.08   15.9
                      HOT TRANS    3.86  77.6   408.6   1.39   16.4
                      72 FTP       3.56  79.8   451.3   1.23   15.1
                      75 FTP       3.40  72.8   441.6   1.23   15.7

057  74 FORD PINT 122 COLD TRANS   5.68  73.8   292.3   1.71   20.8
                      COLD STAB    4.05  59.0   308.1   1.39   21.5
  IHC= 170 PPM HEXANE HOT TRANS    3.89  46.7   278.1   2.24   24.4
  ICO[ACT] =   3.0 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP      4.83  66.1   300.6   1.54   21.1
  INOX     =    55 PPM
                      75 FTP       4.34  58.7   296.7   1.68   22.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.88  63.9   279.7   2.16   22.4
                      COLD STAB    3.45  41.3   303.9   1.70   23.4
                      HOT TRANS    3.23  34.4   273.4   2.76   26.3
                      72 FTP       4.14  52.1   292.3   1.92   22.9
                      75 FTP       3.69  44.0   290.6   2.08   23.9

058  74 FORD MAVE 302 COLD TRANS   5.98 117.2   516.8   1.41   12.3
                      COLD STAB    4.75 130.1   496.7   0.73   12.4
  IHC= 240 PPM HEXANE HOT TRANS    4.74 109.0   446.7   1.30   14.0
  ICO[ACT] =   6.0 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP      5.34 124.0   506.3   1.06   12.4
  INOX     =    70 PPM
                      75 FTP       5.00 121.7   487.2   1.03   12.8
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.60  88.8   497.2   2.28   13.6
                      COLD STAB    4.42  84.5   486.0   1.01   14.0
                      HOT TRANS    4.72  76.9   442.7   2.07   15.3
                      72 FTP       4.98  86.6   491.4   1.62   13.8
                      75 FTP       4.74  83.4   476.5   1.56   14.3
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                            MPG
VEH                              -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE   HC    CO    CO2   NOXC  ECON
---------------------------------------------------------------
059  74 FORD MAVE 250 COLD TRANS  4.00  72.5  422.6  1.70  16.2
                      COLD STAB   3.54  77.7  390.9  1.06  16.9
  IHC= 300 PPM HEXANE HOT TRANS   3.75  68.5  363.0  1.50  18.4
  ICO[ACT] =  7.9 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP      3.76  75.2  406.0  1.37  16.6
  INOX      =  38 PPM
                      75 FTP      3.69  74.1  389.8  1.31  17.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.97  92.1  440.1  1.22  14.7
                      COLD STAB   2.86  63.5  469.4  0.76  15.3
                      HOT TRANS   3.86  72.7  387.2  1.07  17.3
                      72 FTP      4.35  77.2  455.4  0.98  15.0
                      75 FTP      3.77  71.9  441.0  0.94  15.7

060  74 FORD LTD  400 COLD TRANS  5.68  92.6  585.3  2.99  11.9
                      COLD STAB   3.77  55.5  572.8  2.09  13.2
  IHC= 320 PPM HEXANE HOT TRANS   4.28  65.9  514.1  2.15  14.1
  ICO[ACT] =  3.0 %CO
  ICO[SPEC]=  0.4 %CO 72 FTP      4.68  73.3  578.8  2.52  12.5
  INOX      =  42 PPM
                      75 FTP      4.30  66.0  559.3  2.29  13.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.32 100.9  622.5  1.34  11.2
                      COLD STAB   2.84  58.8  687.5  1.21  11.2
                      HOT TRANS   3.63  79.8  544.1  0.91  13.0
                      72 FTP      3.54  79.0  656.4  1.27  11.2
                      75 FTP      3.36  73.2  635.0  1.16  11.7

061  74 FORD LTD  400 COLD TRANS  4.20  82.3  667.6  2.99  11.0
                      COLD STAB   3.00  51.2  687.0  1.91  11.4
  IHC=  80 PPM HEXANE HOT TRANS   3.49  47.3  588.5  2.80  13.2
  ICO[ACT] =  1.5 %CO
  ICO[SPEC]=  0.4 %CO 72 FTP      3.57  66.1  677.7  2.42  11.2
  INOX      = 212 PPM
                      75 FTP      3.38  56.5  656.1  2.38  11.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.51  84.2  667.6  2.71  10.9
                      COLD STAB   2.97  47.0  678.9  1.57  11.6
                      HOT TRANS   3.38  46.9  597.7  2.54  13.0
                      72 FTP      3.71  64.8  673.5  2.12  11.3
                      75 FTP      3.40  54.6  654.4  2.07  11.8
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                    -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO     CO2    NOXC   ECON
---------------------------------------------------------------------
062  74 LINC CONT 460 COLD TRANS   7.88  162.6   668.2   3.07    9.4
                      COLD STAB    6.39  159.7   659.9   1.74    9.5
  IHC= 210 PPM HEXANE HOT TRANS    7.06  148.4   586.5   2.70   10.5
  ICO[ACT] =   5.5 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      7.10  161.1   663.9   2.38    9.4
  INOX      =   55 PPM
                      75 FTP       6.88  157.2   641.6   2.27    9.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   6.92  121.4   535.0   2.18   11.9
                      COLD STAB    4.03   45.9   767.5   1.95   10.4
                      HOT TRANS    5.86  106.4   617.2   2.58   11.1
                      72 FTP       5.41   82.1   656.2   2.06   11.1
                      75 FTP       5.12   78.0   678.6   2.17   10.9

063  74 MERC MONT 302 COLD TRANS   6.18   75.7   591.3   3.67   12.2
                      COLD STAB    4.77   60.9   573.8   2.19   13.0
  IHC= 225 PPM HEXANE HOT TRANS    5.35   61.3   521.6   3.24   14.0
  ICO[ACT] =   2.5 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP      5.44   68.0   582.2   2.90   12.6
  INOX      =   65 PPM
                      75 FTP       5.22   64.1   563.2   2.78   13.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   6.08   77.5   560.6   3.18   12.7
                      COLD STAB    4.84   60.4   572.3   2.22   13.0
                      HOT TRANS    5.11   61.5   513.6   3.11   14.2
                      72 FTP       5.43   68.5   566.7   2.68   12.8
                      75 FTP       5.17   64.2   553.9   2.66   13.2

064  74 OLDS CUTL 350 COLD TRANS   8.54  138.9   582.5   1.68   10.7
                      COLD STAB    5.26   94.8   578.5   1.36   11.9
  IHC= 170 PPM HEXANE HOT TRANS    5.45   83.7   525.3   1.91   13.2
  ICO[ACT] =   2.2 %CO
  ICO[SPEC]=   0.2 %CO 72 FTP      6.83  115.9   580.4   1.51   11.3
  INOX      =   48 PPM
                      75 FTP       5.99  100.8   564.8   1.58   12.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.54   87.1   646.6   1.78   11.1
                      COLD STAB    4.51   74.6   627.1   1.13   11.7
                      HOT TRANS    4.85   76.6   546.0   1.54   13.0
                      72 FTP       5.00   80.5   636.4   1.44   11.4
                      75 FTP       4.82   77.7   609.0   1.38   11.9
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                 MPG
VEH                                   -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2   NOXC   ECON
--------------------------------------------------------------------
065  74 OLDS DELT 350 COLD TRANS  7.18 176.2   629.8   1.67    9.5
                      COLD STAB   4.57  92.5   679.5   1.77   10.6
  IHC= 130 PPM HEXANE HOT TRANS   5.21 117.5   573.6   1.84   11.5
  ICO[ACT] =  3.4 %CO
  ICO[SPEC]=  0.2 %CO 72 FTP      5.82 132.6   655.7   1.72   10.1
  INOX     =   71 PPM
                      75 FTP      5.28 116.6   640.4   1.77   10.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  7.62 159.4   620.9   2.17    9.9
                      COLD STAB   4.26  43.3   677.3   2.96   11.7
                      HOT TRANS   5.45  90.3   574.5   2.67   12.1
                      72 FTP      5.87  98.8   650.3   2.58   10.8
                      75 FTP      5.28  80.0   637.6   2.72   11.4

066  74 OLDS 98   455 COLD TRANS  4.46  79.1   690.6   4.35   10.7
                      COLD STAB   3.57  50.7   695.4   2.44   11.3
  IHC= 175 PPM HEXANE HOT TRANS   3.63  46.5   639.2   4.01   12.3
  ICO[ACT] =  3.6 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP      4.00  64.3   693.1   3.35   11.0
  INOX     =   57 PPM
                      75 FTP      3.77  55.4   679.1   3.26   11.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.41  59.1   730.8   5.19   10.6
                      COLD STAB   3.21  29.3   721.7   3.06   11.4
                      HOT TRANS   3.20  30.3   649.2   5.07   12.6
                      72 FTP      3.78  43.6   726.1   4.08   11.0
                      75 FTP      3.45  35.7   703.8   4.05   11.5

067  74 PLYM SATE 318 COLD TRANS  7.78  69.6   539.0   3.59   13.2
                      COLD STAB   4.54  47.9   537.4   1.82   14.2
  IHC= 350 PPM HEXANE HOT TRANS   5.19  37.0   490.7   3.59   15.7
  ICO[ACT] =  0.8 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP      6.09  58.3   538.2   2.67   13.7
  INOX     =   51 PPM
                      75 FTP      5.38  49.4   525.0   2.67   14.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  6.20  77.2   578.0   2.35   12.3
                      COLD STAB   4.19  47.4   565.9   1.58   13.6
                      HOT TRANS   4.28  40.6   530.2   2.77   14.6
                      72 FTP      5.15  61.6   571.7   1.95   13.0
                      75 FTP      4.63  51.7   558.7   2.06   13.6
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                   MPG
VEH                                 -----GRAMS PER MILE-----     FUEL
NO.  YR MAKE MODL CID TEST  TYPE   HC     CO     CO2    NOXC   ECON
-----------------------------------------------------------------------
068  74 PLYM DUST 225 COLD TRANS  4.42   78.7   438.3   3.12   15.4
                      COLD STAB   3.11   61.2   410.8   2.11   17.2
  IHC= 270 PPM HEXANE HOT TRANS   3.44   57.9   391.0   3.32   18.0
  ICO[ACT] =  7.4 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP      3.74   69.6   424.0   2.59   16.3
  INOX      =   73 PPM
                      75 FTP      3.47   63.9   411.1   2.65   17.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.63   61.8   468.7   2.52   15.3
                      COLD STAB   2.21   32.8   465.4   2.03   16.9
                      HOT TRANS   4.10   46.1   410.4   2.56   17.9
                      72 FTP      3.37   46.7   467.0   2.27   16.1
                      75 FTP      3.22   42.4   451.1   2.28   16.8

069  74 PONT BONN 400 COLD TRANS  5.67  107.7   701.2   1.71   10.0
                      COLD STAB   4.47   72.3   665.1   1.55   11.2
  IHC= 140 PPM HEXANE HOT TRANS   4.32   40.3   589.5   2.87   13.3
  ICO[ACT] =  2.6 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP      5.04   89.3   682.4   1.63   10.6
  INOX      =   58 PPM
                      75 FTP      4.67   70.9   651.9   1.94   11.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.41  127.6   680.5   1.37    9.9
                      COLD STAB   4.27   27.4   699.7   1.71   11.7
                      HOT TRANS   4.52   27.4   596.9   2.86   13.6
                      72 FTP      4.81   75.4   690.5   1.55   10.8
                      75 FTP      4.57   48.0   667.7   1.96   11.7

070  74 PONT LEMA 350 COLD TRANS  5.58   93.9   719.4   2.50   10.0
                      COLD STAB   4.89   71.2   659.1   2.21   11.3
  IHC= 250 PPM HEXANE HOT TRANS   5.23   74.1   558.3   2.98   12.8
  ICO[ACT] =  7.0 %CO
  ICO[SPEC]=  0.2 %CO 72 FTP      5.22   82.0   688.0   2.35   10.6
  INOX      =   60 PPM
                      75 FTP      5.13   76.7   644.0   2.48   11.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.46   83.2   713.0   2.24   10.3
                      COLD STAB   4.22   38.7   679.5   2.43   11.8
                      HOT TRANS   4.79   42.5   575.8   3.64   13.5
                      72 FTP      4.82   60.0   695.5   2.34   11.0
                      75 FTP      4.63   48.9   658.1   2.72   11.8
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                    MPG
VEH                                    -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC    ECON
-----------------------------------------------------------------------
071  74 DATS 610  119 COLD TRANS  4.84  105.0   329.9    0.74    17.4
                      COLD STAB   4.49   51.6   331.1    0.65    20.8
  IHC=1300 PPM HEXANE HOT TRANS   3.55   63.9   287.2    0.82    22.2
  ICO[ACT] =   0.2 %CO
  ICO[SPEC]=   3.0 %CO 72 FTP     4.66   77.2   330.5    0.69    19.0
  INOX     =     12 PPM
                      75 FTP      4.30   66.0   318.9    0.71    20.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.27  110.7   332.2    0.76    17.0
                      COLD STAB   3.83   53.3   345.1    0.70    20.1
                      HOT TRANS   4.61   67.2   290.8    0.95    21.6
                      72 FTP      4.52   80.8   338.9    0.73    18.5
                      75 FTP      4.34   68.9   327.6    0.78    19.7

072  74 MAZD RX3   70 COLD TRANS  9.21   74.7   502.4    0.80    13.7
                      COLD STAB   5.40   56.9   535.0    0.40    13.8
  IHC= 275 PPM HEXANE HOT TRANS   9.44   85.2   406.4    0.86    15.6
  ICO[ACT] =   1.3 %CO
  ICO[SPEC]=   2.0 %CO 72 FTP     7.23   65.4   519.4    0.59    13.8
  INOX     =     15 PPM
                      75 FTP      7.29   68.3   493.2    0.61    14.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  7.53   64.6   572.4    0.79    12.7
                      COLD STAB   7.07   65.3   532.8    0.37    13.5
                      HOT TRANS   8.15   66.8   445.7    0.78    15.4
                      72 FTP      7.29   65.0   551.7    0.57    13.1
                      75 FTP      7.46   65.6   517.2    0.57    13.8

073  74 TOYO CELI  97 COLD TRANS  4.71   48.1   349.5    2.00    20.2
                      COLD STAB   3.92   63.2   338.0    1.26    19.7
  IHC= 350 PPM HEXANE HOT TRANS   3.40   31.0   327.7    2.11    22.9
  ICO[ACT] =   6.4 %CO
  ICO[SPEC]=   4.0 %CO 72 FTP     4.30   56.0   343.5    1.62    19.9
  INOX     =     50 PPM
                      75 FTP      3.94   51.3   337.5    1.64    20.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.96   38.1   359.5    2.29    20.5
                      COLD STAB   3.49   44.3   361.8    1.46    20.1
                      HOT TRANS   3.46   20.4   340.9    2.29    23.1
                      72 FTP      3.71   41.4   360.7    1.86    20.3
                      75 FTP      3.58   36.5   355.6    1.86    20.9
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                    MPG
VEH                                  -----GRAMS PER MILE-----      FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO     CO2   NOXC      ECON
-----------------------------------------------------------------------
074  74 VOLK SEDA  97 COLD TRANS   5.34   65.2   244.2   2.31      24.4
                      COLD STAB    3.98   59.2   253.9   1.33      24.7
  IHC= 225 PPM HEXANE HOT TRANS    3.35   53.1   234.1   2.21      27.0
  ICO[ACT] =  3.8 %CO
  ICO[SPEC]=  3.0 %CO 72 FTP       4.63   62.1   249.3   1.80      24.6
  INOX     =   85 PPM
                      75 FTP       4.09   58.8   246.5   1.77      25.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.39   61.2   268.0   2.61      23.3
                      COLD STAB    4.43   56.1   266.1   1.18      24.1
                      HOT TRANS    4.20   52.2   243.1   2.22      26.2
                      72 FTP       4.89   58.5   267.0   1.87      23.7
                      75 FTP       4.56   56.1   260.2   1.76      24.5

075  74 VOLK SEDA  97 COLD TRANS   5.68   71.7   246.6   1.92      23.5
                      COLD STAB    4.58   65.6   249.3   1.08      24.2
  IHC= 115 PPM HEXANE HOT TRANS    4.09   57.0   232.2   1.56      26.5
  ICO[ACT] =  6.0 %CO
  ICO[SPEC]=  2.0 %CO 72 FTP       5.11   68.5   248.0   1.48      23.9
  INOX     =   52 PPM
                      75 FTP       4.67   64.5   244.1   1.39      24.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.67   60.6   259.3   2.09      23.8
                      COLD STAB    4.17   39.5   276.8   1.42      25.2
                      HOT TRANS    3.54   42.1   242.5   2.02      27.7
                      72 FTP       4.89   49.6   268.4   1.74      24.5
                      75 FTP       4.31   44.5   263.8   1.72      25.5

352  74 CHRY NEWP 400 COLD TRANS   7.36  121.0   649.5   2.50      10.3
                      COLD STAB    6.34  136.4   632.7   1.73      10.2
  IHC= 600 PPM HEXANE HOT TRANS    6.13  109.1   583.1   2.56      11.5
  ICO[ACT] =  8.0 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP       6.83  129.0   640.8   2.10      10.3
  INOX     =   27 PPM
                      75 FTP       6.49  125.8   622.6   2.11      10.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   7.98  110.5   664.4   2.27      10.3
                      COLD STAB    3.43   72.8   704.3   1.64      10.7
                      HOT TRANS    3.98   72.4   614.6   2.29      12.0
                      72 FTP       5.61   90.8   685.2   1.94      10.5
                      75 FTP       4.52   80.4   671.6   1.94      10.9
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                      MPG
VEH                                     -----GRAMS PER MILE-----     FUEL
NO.   YR MAKE MODL CID TEST  TYPE    HC     CO      CO2    NOXC     ECON
--------------------------------------------------------------------------
354   74 FORD ELIT 351 COLD TRANS  8.20  112.8   577.4   2.21     11.4
                       COLD STAB   6.28  121.3   569.9   1.24     11.4
  IHC= 350 PPM HEXANE  HOT TRANS   7.23   93.7   506.0   1.77     13.1
  ICO[ACT]  =  8.4 %CO
  ICO[SPEC]=  0.5 %CO  72 FTP      7.20  117.2   573.5   1.70     11.4
  INOX     =    50 PPM
                       75 FTP      6.93  112.0   554.0   1.59     11.8
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS 10.53   87.2   554.3   3.81     12.2
                       COLD STAB   5.16   57.5   559.3   1.71     13.3
                       HOT TRANS   7.63   60.5   496.0   2.75     14.4
                       72 FTP      7.73   71.7   556.9   2.72     12.8
                       75 FTP      6.94   64.4   541.0   2.43     13.4

721   74 AMMO GREM 232 COLD TRANS  9.44   68.2   404.3   2.32     16.4
                       COLD STAB   7.36   94.0   408.6   0.93     15.3
  IHC= 180 PPM HEXANE  HOT TRANS   5.60   53.4   363.8   1.93     19.1
  ICO[ACT] = 10.0 %CO
  ICO[SPEC]=  1.5 %CO  72 FTP      8.36   81.6   406.5   1.59     15.8
  INOX     =    21 PPM
                       75 FTP      7.31   77.6   395.5   1.49     16.4
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS  8.78   73.5   426.5   2.38     15.6
                       COLD STAB   5.48   81.9   410.5   1.17     15.9
                       HOT TRANS   4.68   55.1   369.9   2.35     18.8
                       72 FTP      7.06   77.9   418.2   1.75     15.8
                       75 FTP      5.94   72.9   402.7   1.74     16.6

724   74 BUIC APOL 350 COLD TRANS  7.89  125.6   578.0   1.81     11.1
                       COLD STAB   7.02  162.3   500.9   0.71     11.4
  IHC= 540 PPM HEXANE  HOT TRANS   6.50  101.8   490.1   1.80     13.2
  ICO[ACT]  =  9.9 %CO
  ICO[SPEC]=  0.3 %CO  72 FTP      7.44  144.8   537.8   1.24     11.3
  INOX     =    28 PPM
                       75 FTP      7.06  138.3   513.8   1.23     11.8
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS  3.95   65.9   692.1   1.94     11.0
                       COLD STAB   2.82   29.9   674.7   1.34     12.1
                       HOT TRANS   3.24   35.6   598.6   2.09     13.3
                       72 FTP      3.36   47.1   683.0   1.63     11.6
                       75 FTP      3.16   38.9   657.5   1.67     12.2
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                 MPG
VEH                                     -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC      CO      CO2     NOXC   ECON
-----------------------------------------------------------------------
728  74 CHEV VEGA 140 COLD TRANS   4.66   100.8   350.8    1.67   16.6
                      COLD STAB    3.77    91.9   307.7    0.60   19.1
  IHC= 330 PPM HEXANE HOT TRANS    3.70    83.4   302.9    1.06   19.9
  ICO[ACT] =   4.0 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP      4.20    96.2   333.1    1.12   17.8
  INOX     =    99 PPM
                      75 FTP       3.94    91.4   317.3    0.95   18.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.87    84.7   380.2    1.88   16.8
                      COLD STAB    2.85    43.7   344.6    1.13   21.0
                      HOT TRANS    3.13    50.3   329.7    1.46   21.2
                      72 FTP       3.81    63.3   361.7    1.49   18.8
                      75 FTP       3.34    53.9   347.9    1.37   20.0

731  74 CHEV NOVA 350 COLD TRANS   6.33    80.0   558.6    1.12   12.6
                      COLD STAB    4.77    66.0   531.8    0.46   13.6
  IHC= 350 PPM HEXANE HOT TRANS    4.75    62.6   476.7    1.02   15.0
  ICO[ACT] =   1.2 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP      5.52    72.7   544.6    0.77   13.1
  INOX     =    50 PPM
                      75 FTP       5.08    67.9   522.3    0.75   13.8
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.77    72.7   575.7    1.04   12.5
                      COLD STAB    4.16    46.8   594.7    0.62   13.0
                      HOT TRANS    4.61    70.3   500.6    0.97   14.2
                      72 FTP       4.93    59.2   585.6    0.82   12.8
                      75 FTP       4.61    58.6   565.1    0.80   13.2

732  74 CHEV NOVA 350 COLD TRANS  11.60   102.0   568.1    2.26   11.6
                      COLD STAB   16.88   149.7   500.7    0.80   11.2
  IHC=2000 PPM HEXANE HOT TRANS   10.90    84.8   505.5    2.40   13.2
  ICO[ACT] =  10.0 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP     14.35   126.9   533.0    1.50   11.4
  INOX     =    30 PPM
                      75 FTP      14.16   122.2   515.9    1.53   11.8
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  11.48   109.0   577.2    1.70   11.3
                      COLD STAB   12.19   133.0   512.8    0.46   11.7
                      HOT TRANS    8.78   103.1   494.6    1.29   13.0
                      72 FTP      11.85   121.5   543.6    1.05   11.5
                      75 FTP      11.11   119.9   521.1    0.94   11.9
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LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                    -----GRAMS PER MILE-----   FUEL
NO.   YR MAKE MODL CID TEST  TYPE     HC    CO     CO2    NOXC   ECON
-----------------------------------------------------------------------
741   74 FORD PINT 122 COLD TRANS   6.67  89.7   284.7   1.47   19.9
                       COLD STAB    4.57  51.8   284.6   1.17   23.3
  IHC= 330 PPM HEXANE HOT TRANS    4.19  46.5   266.2   2.01   25.2
  ICO[ACT] =   3.2 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP       5.58  70.0   284.6   1.31   21.5
  INOX     =    28 PPM
                       75 FTP       4.90  58.2   279.6   1.46   23.0
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS   6.62  96.5   311.5   0.99   18.3
                       COLD STAB    4.47  46.3   333.6   0.91   21.1
                       HOT TRANS    4.12  49.7   297.6   1.24   22.8
                       72 FTP       5.50  70.3   323.0   0.95   19.7
                       75 FTP       4.81  57.5   319.2   1.01   20.9

743   74 FORD PINT 140 COLD TRANS   9.45 134.2   284.8   0.44   16.9
                       COLD STAB    7.74 135.3   266.8   0.25   17.6
  IHC= 340 PPM HEXANE HOT TRANS    6.41 106.1   260.5   0.50   19.8
  ICO[ACT] =   8.0 %CO
  ICO[SPEC]=   0.1 %CO 72 FTP       8.56 134.8   275.4   0.34   17.3
  INOX     =    34 PPM
                       75 FTP       7.73 127.1   268.8   0.36   18.0
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS   8.92 125.7   302.1   0.51   16.8
                       COLD STAB    5.98 105.4   308.2   0.30   18.0
                       HOT TRANS    5.12  82.4   278.7   0.57   20.9
                       72 FTP       7.39 115.1   305.3   0.40   17.4
                       75 FTP       6.35 103.3   298.9   0.42   18.4

744   74 FORD PINT 140 COLD TRANS   7.15 118.6   304.6   0.87   17.3
                       COLD STAB    5.65 111.5   286.4   0.52   18.5
  IHC= 300 PPM HEXANE HOT TRANS    5.06  85.8   263.7   0.78   21.4
  ICO[ACT] =  10.0 %CO
  ICO[SPEC]=   0.1 %CO 72 FTP       6.37 114.9   295.1   0.68   17.9
  INOX     =    25 PPM
                       75 FTP       5.80 105.9   283.9   0.66   18.9
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS   6.28 121.1   355.2   0.82   15.7
                       COLD STAB    3.62  90.2   383.1   0.51   16.6
                       HOT TRANS    3.93  83.0   334.1   0.76   18.6
                       72 FTP       4.89 105.0   369.7   0.66   16.1
                       75 FTP       4.25  94.6   364.0   0.65   16.9
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                   MPG
VEH                                   -----GRAMS PER MILE-----    FUEL
NO.   YR MAKE MODL CID TEST  TYPE    HC     CO      CO2    NOXC   ECON
----------------------------------------------------------------------
748   74 FORD MAVE 302 COLD TRANS  7.09   31.6    473.1   4.99   16.3
                       COLD STAB   5.10   56.0    455.8   2.13   15.9
  IHC= 630 PPM HEXANE  HOT TRANS   7.10   24.1    429.4   5.39   18.1
  ICO[ACT] =   3.9 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP      6.05   44.3    464.1   3.50   16.1
  INOX     =    55 PPM
                       75 FTP      6.05   42.3    452.1   3.61   16.5
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS  5.17   37.3    492.8   3.47   15.6
                       COLD STAB   3.05   31.7    492.6   1.76   16.1
                       HOT TRANS   3.76   18.1    446.3   3.67   18.2
                       72 FTP      4.07   34.4    492.7   2.58   15.9
                       75 FTP      3.68   29.2    480.0   2.63   16.5

753   74 FORD STAW 400 COLD TRANS 12.88  147.6    672.9   1.84    9.4
                       COLD STAB  22.06  126.9    736.7   1.23    8.8
  IHC= 130 PPM HEXANE  HOT TRANS   6.41  117.3    648.8   1.39   10.4
  ICO[ACT] =   1.3 %CO
  ICO[SPEC]=   0.4 %CO 72 FTP     17.67  136.8    706.1   1.52    9.1
  INOX     =    72 PPM
                       75 FTP     15.90  128.6    699.6   1.40    9.3
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS  9.65  105.1    747.7   2.24    9.4
                       COLD STAB   7.56   58.5    788.6   1.51    9.8
                       HOT TRANS   6.44   83.4    665.0   1.74   10.9
                       72 FTP      8.56   80.8    769.0   1.86    9.6
                       75 FTP      7.68   74.9    746.5   1.72   10.0

757   74 OLDS CUTL 350 COLD TRANS  5.89   77.3    635.1   2.25   11.4
                       COLD STAB   5.09   85.2    621.1   1.42   11.5
  IHC= 200 PPM HEXANE  HOT TRANS   4.64   55.9    564.7   2.55   13.3
  ICO[ACT] =   4.2 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP      5.48   81.4    627.8   1.82   11.5
  INOX     =    56 PPM
                       75 FTP      5.13   75.6    608.6   1.90   11.9
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS  6.81   88.8    709.7   1.82   10.2
                       COLD STAB   4.76   37.8    735.0   1.51   11.0
                       HOT TRANS   4.41   54.7    633.5   1.92   12.1
                       72 FTP      5.74   62.2    722.9   1.66   10.6
                       75 FTP      5.09   52.9    702.1   1.69   11.1
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                  -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC   ECON
----------------------------------------------------------------------
758  74 OLDS CUTL 350 COLD TRANS  6.13  106.6   610.1   1.27   11.1
                      COLD STAB   5.35   36.8   632.4   1.23   12.5
  IHC= 125 PPM HEXANE HOT TRANS   5.07   58.0   548.0   1.59   13.5
  ICO[ACT] =  0.6 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP      5.72   70.2   621.7   1.25   11.8
  INOX     =    48 PPM
                      75 FTP      5.43   57.0   604.8   1.34   12.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  6.59  114.3   637.5   1.20   10.6
                      COLD STAB   6.12   25.1   654.5   1.24   12.4
                      HOT TRANS   5.46   66.3   574.5   1.40   12.8
                      72 FTP      6.34   67.8   646.4   1.22   11.5
                      75 FTP      6.04   54.7   629.2   1.27   12.1

760  74 PLYM DUST 225 COLD TRANS  4.95   86.6   430.3   6.05   15.2
                      COLD STAB   3.94   75.7   370.5   2.49   17.7
  IHC= 270 PPM HEXANE HOT TRANS   4.36   72.8   374.3   4.03   17.7
  ICO[ACT] =  6.2 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP      4.42   80.9   399.1   4.19   16.4
  INOX     =    70 PPM
                      75 FTP      4.26   77.2   383.8   3.64   17.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.06   66.5   444.7   5.01   15.8
                      COLD STAB   2.80   40.6   411.6   2.16   18.3
                      HOT TRANS   3.74   55.1   389.2   2.84   18.2
                      72 FTP      3.40   53.0   427.4   3.52   17.0
                      75 FTP      3.32   49.9   412.3   2.93   17.7

761  74 PLYM DUST 318 COLD TRANS  5.68   56.5   546.2   6.52   13.6
                      COLD STAB   4.66   92.8   486.9   3.62   13.7
  IHC= 400 PPM HEXANE HOT TRANS   4.30   44.4   478.6   6.81   15.8
  ICO[ACT] =  6.9 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP      5.15   75.4   515.3   5.01   13.7
  INOX     =    32 PPM
                      75 FTP      4.77   72.1   496.8   5.09   14.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.87   73.9   568.6   2.11   12.7
                      COLD STAB   2.94   54.4   575.4   1.09   13.2
                      HOT TRANS   3.26   46.3   507.5   2.10   15.0
                      72 FTP      3.86   63.7   572.2   1.58   13.0
                      75 FTP      3.42   56.2   555.5   1.58   13.6
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                          MPG
VEH                                       -----GRAMS PER MILE-----       FUEL
NO.  YR MAKE MODL CID TEST  TYPE       HC      CO      CO2    NOXC      ECON
------------------------------------------------------------------------------
762  74 PLYM FRY3 360 COLD TRANS     7.84  133.3    605.4    2.54      10.6
                      COLD STAB      5.91  116.1    576.4    1.59      11.4
  IHC= 130 PPM HEXANE HOT TRANS      5.91  103.0    540.7    2.82      12.3
  ICO[ACT] =   2.6 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP        6.83  124.3    590.3    2.05      11.0
  INOX     =    30 PPM
                      75 FTP         6.31  116.1    572.6    2.12      11.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS     7.49   94.0    617.8    2.55      11.2
                      COLD STAB      4.74   65.3    644.6    1.98      11.6
                      HOT TRANS      4.98   66.7    569.0    2.72      12.9
                      72 FTP         6.06   79.0    631.8    2.25      11.4
                      75 FTP         5.37   71.6    618.4    2.30      11.9

765  74 PONT LEMA 350 COLD TRANS     8.78  135.2    637.5    1.55      10.1
                      COLD STAB      6.45  118.2    577.2    1.71      11.3
  IHC= 335 PPM HEXANE HOT TRANS      6.62   94.7    520.4    2.96      12.9
  ICO[ACT] =   7.9 %CO
  ICO[SPEC]=   N/A %CO 72 FTP        7.56  126.3    606.1    1.64      10.7
  INOX     =    40 PPM
                      75 FTP         6.97  115.3    574.1    2.02      11.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS     6.39   86.7    663.6    1.93      10.8
                      COLD STAB      5.24   38.3    651.0    2.17      12.2
                      HOT TRANS      6.65   51.2    553.6    3.65      13.5
                      72 FTP         5.79   61.5    657.0    2.05      11.5
                      75 FTP         5.86   51.8    627.0    2.52      12.2

770  74 COLT SEDA  98 COLD TRANS     3.92   56.3    266.9    2.77      24.1
                      COLD STAB      3.71   62.7    267.5    1.86      23.5
  IHC= 740 PPM HEXANE HOT TRANS      2.93   49.4    252.5    2.89      26.1
  ICO[ACT] =   9.8 %CO
  ICO[SPEC]=   3.5 %CO 72 FTP        3.81   59.7    267.2    2.29      23.8
  INOX     =    22 PPM
                      75 FTP         3.54   57.8    263.3    2.32      24.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS     3.90   58.1    278.3    1.39      23.2
                      COLD STAB      3.03   62.4    273.9    0.84      23.3
                      HOT TRANS      3.43   51.6    249.9    1.34      26.0
                      72 FTP         3.45   60.3    276.0    1.10      23.2
                      75 FTP         3.32   58.6    268.3    1.09      23.9
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                   MPG
VEH                                      -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC  ECON
---------------------------------------------------------------------
774  74 FIAT 128   79 COLD TRANS  7.00   85.0   279.0   1.51   20.4
                      COLD STAB   5.19   84.1   295.7   0.50   20.0
  IHC= 120 PPM HEXANE HOT TRANS   4.51   77.9   253.6   1.07   22.7
  ICO[ACT] =  2.1 %CO
  ICO[SPEC]=  1.5 %CO 72 FTP      6.05   84.5   287.7   0.98   20.2
  INOX     =   12 PPM
                      75 FTP      5.37   82.6   280.7   0.86   20.8
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  7.93  120.6   442.6   0.46   13.5
                      COLD STAB   2.98   85.2   459.4   0.65   14.7
                      HOT TRANS   3.43   58.1   385.6   0.90   18.2
                      72 FTP      5.35  102.2   451.3   0.56   14.1
                      75 FTP      4.12   85.1   435.8   0.68   15.2

776  74 TOYO CORO 120 COLD TRANS  4.89   49.9   339.9   3.75   20.5
                      COLD STAB   3.55   54.9   341.3   2.02   20.2
  IHC= 600 PPM HEXANE HOT TRANS   3.75   30.7   321.5   3.54   23.3
  ICO[ACT] =  0.2 %CO
  ICO[SPEC]=  4.0 %CO 72 FTP      4.19   52.5   340.7   2.85   20.3
  INOX     =   78 PPM
                      75 FTP      3.88   47.3   335.6   2.79   21.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.95   49.4   349.2   2.69   20.2
                      COLD STAB   3.09   54.4   350.5   1.49   19.9
                      HOT TRANS   3.26   29.9   337.3   2.66   22.5
                      72 FTP      3.50   52.0   349.9   2.07   20.0
                      75 FTP      3.32   46.7   346.6   2.06   20.6

777  74 TOYO CORO  97 COLD TRANS  5.38   65.6   290.0   2.65   21.6
                      COLD STAB   6.05   93.1   287.6   0.81   19.6
  IHC= 175 PPM HEXANE HOT TRANS   3.88   56.2   262.5   2.18   24.4
  ICO[ACT] = 10.0 %CO
  ICO[SPEC]=  1.4 %CO 72 FTP      5.73   79.9   288.8   1.69   20.5
  INOX     =   25 PPM
                      75 FTP      5.32   77.4   281.2   1.56   21.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.95   47.8   289.7   3.12   23.5
                      COLD STAB   3.70   59.5   280.7   1.43   23.0
                      HOT TRANS   2.81   38.4   258.9   2.75   27.0
                      72 FTP      3.82   53.9   285.0   2.24   23.2
                      75 FTP      3.51   51.3   276.6   2.14   24.1
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APPENDIX C,CONT´D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                    MPG
VEH                                     -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC   ECON
-------------------------------------------------------------------------
780  74 VOLV 142  121 COLD TRANS   3.83   69.0   344.9   2.18   19.1
                      COLD STAB    3.27   76.6   344.2   1.08   18.7
  IHC=  65 PPM HEXANE HOT TRANS    3.05   63.0   300.7   1.75   21.7
  ICO[ACT] =  1.7 %CO
  ICO[SPEC]=  1.5 %CO 72 FTP       3.54   73.0   344.5   1.60   18.9
  INOX     =   64 PPM
                      75 FTP       3.33   71.3   332.5   1.49   19.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.41   40.0   326.2   2.46   22.2
                      COLD STAB    3.08   39.9   340.1   1.41   21.5
                      HOT TRANS    2.82   38.6   292.6   2.15   24.5
                      72 FTP       3.24   40.0   333.5   1.91   21.8
                      75 FTP       3.08   39.6   324.3   1.83   22.4

101  73 AMMO HORN 232 COLD TRANS   4.60   53.0   432.5   7.63   16.7
                      COLD STAB    3.06   45.3   389.5   5.10   18.9
  IHC= 350 PPM HEXANE HOT TRANS    3.15   26.6   391.9   7.70   20.0
  ICO[ACT] =  8.0 %CO
  ICO[SPEC]=  1.5 %CO 72 FTP       3.80   49.0   410.1   6.31   17.8
  INOX     =   55 PPM
                      75 FTP       3.40   41.8   399.0   6.33   18.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.35   66.7   438.4   3.66   15.9
                      COLD STAB    2.26   30.0   438.8   2.01   18.0
                      HOT TRANS    2.96   27.1   405.7   3.63   19.4
                      72 FTP       3.26   47.6   438.6   2.80   16.9
                      75 FTP       2.88   36.8   429.7   2.79   17.9

102  73 BUIC ELEC 455 COLD TRANS   5.43  105.5   753.3   2.16    9.5
                      COLD STAB    4.11   73.2   739.5   1.10   10.2
  IHC=  85 PPM HEXANE HOT TRANS    3.71   67.2   636.4   1.99   11.8
  ICO[ACT] =  0.5 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       4.74   88.7   746.1   1.61    9.9
  INOX     =   52 PPM
                      75 FTP       4.27   78.2   714.2   1.56   10.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.91   96.4   717.4   2.29   10.0
                      COLD STAB    2.86   54.5   762.8   1.40   10.4
                      HOT TRANS    2.73   53.3   636.0   2.29   12.2
                      72 FTP       3.84   74.6   741.1   1.83   10.2
                      75 FTP       3.24   62.8   718.9   1.83   10.7
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                             MPG
VEH                              -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE   HC     CO     CO2    NOXC   ECON
----------------------------------------------------------------
103  73 CADI DEVI 472 COLD TRANS  4.79 171.8  830.8  1.23    8.0
                      COLD STAB   2.75  78.6  778.0  1.34    9.8
  IHC= 110 PPM HEXANE HOT TRANS   3.94 122.2  703.4  1.43    9.8
  ICO[ACT] =  2.4 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP      3.73 123.2  803.3  1.29    8.8
  INOX      =    38 PPM
                      75 FTP      3.50 109.7  768.5  1.34    9.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.91 138.4  815.9  1.80    8.5
                      COLD STAB   2.77  44.6  809.2  1.88   10.0
                      HOT TRANS   3.30  57.4  725.5  2.45   10.7
                      72 FTP      3.80  89.5  812.4  1.84    9.2
                      75 FTP      3.36  67.4  787.8  2.02    9.8

104  73 CHEV VEGA 140 COLD TRANS  7.11  67.5  306.8  1.80   20.4
                      COLD STAB   5.78  89.7  359.5  0.85   17.1
  IHC= 320 PPM HEXANE HOT TRANS   4.73  57.3  283.5  1.91   22.8
  ICO[ACT] =  8.7 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      6.42  79.1  334.3  1.31   18.5
  INOX      =    69 PPM
                      75 FTP      5.77  76.3  327.9  1.34   19.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  6.07  61.4  315.7  1.64   20.6
                      COLD STAB   5.10  73.7  355.7  0.79   18.2
                      HOT TRANS   4.57  51.5  286.4  1.83   23.2
                      72 FTP      5.56  67.8  336.5  1.20   19.3
                      75 FTP      5.15  65.1  328.5  1.25   19.8

105  73 CHEV MALI 350 COLD TRANS  4.74  93.7  517.2  1.50   13.1
                      COLD STAB   3.18  62.5  544.7  1.05   13.6
  IHC=  90 PPM HEXANE HOT TRANS   3.38  75.0  481.0  1.67   14.6
  ICO[ACT] =  0.8 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      3.93  77.5  531.6  1.26   13.3
  INOX      =    25 PPM
                      75 FTP      3.56  72.3  521.7  1.31   13.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.05  84.3  562.6  1.28   12.5
                      COLD STAB   2.52  43.3  590.0  1.03   13.3
                      HOT TRANS   3.22  64.7  519.2  1.28   14.1
                      72 FTP      3.25  62.9  576.9  1.15   12.9
                      75 FTP      3.03  57.6  565.0  1.15   13.3
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                      MPG
VEH                                       -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO     CO2    NOXC   ECON
-------------------------------------------------------------------------
106  73 CHEV NOVA 350 COLD TRANS   4.97   87.6   531.1   1.78   13.0
                      COLD STAB    2.79   78.5   571.3   1.06   12.6
  IHC= 190 PPM HEXANE HOT TRANS    3.50   85.1   476.0   1.42   14.3
  ICO[ACT] =  0.3 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       3.83   82.8   552.1   1.41   12.8
  INOX     =   40 PPM
                      75 FTP       3.43   82.2   537.0   1.31   13.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.09   93.4   569.5   1.26   12.2
                      COLD STAB    2.29   59.1   613.5   0.97   12.4
                      HOT TRANS    2.60   56.3   523.6   1.51   14.3
                      72 FTP       3.15   75.5   592.5   1.11   12.3
                      75 FTP       2.74   65.4   579.9   1.18   12.8

107  73 CHEV IMPA 350 COLD TRANS   6.26  106.0   563.0   2.72   11.8
                      COLD STAB    4.30   55.2   569.1   2.50   13.3
  IHC= 250 PPM HEXANE HOT TRANS    4.68   61.2   485.1   3.29   14.9
  ICO[ACT] =  0.3 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       5.24   79.5   566.2   2.61   12.5
  INOX     =   52 PPM
                      75 FTP       4.81   67.3   545.0   2.76   13.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  15.78  178.9   551.7   0.94   10.1
                      COLD STAB    3.42   54.3   614.7   1.42   12.5
                      HOT TRANS    4.67   77.4   539.0   2.22   13.1
                      72 FTP       9.34  113.9   584.6   1.19   11.2
                      75 FTP       6.31   86.2   581.1   1.54   12.0

108  73 CHEV IMPA 350 COLD TRANS   4.09  112.3   658.1   1.23   10.5
                      COLD STAB    2.70   72.4   625.5   1.04   11.9
  IHC=  50 PPM HEXANE HOT TRANS    3.02   79.5   567.7   1.29   12.6
  ICO[ACT] =  1.5 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       3.36   91.5   641.1   1.13   11.2
  INOX     =   34 PPM
                      75 FTP       3.07   82.6   616.5   1.15   11.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.41   87.4   612.3   1.74   11.6
                      COLD STAB    3.10   44.8   605.7   1.44   12.9
                      HOT TRANS    3.74   62.6   538.8   1.81   13.7
                      72 FTP       3.73   65.2   608.9   1.58   12.3
                      75 FTP       3.54   58.4   588.8   1.60   12.8
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                 MPG
VEH                                 -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC    CO     CO2   NOXC    ECON
-------------------------------------------------------------------
109  73 CHEV IMPA 400 COLD TRANS  5.02 104.9   640.1   1.67    10.8
                      COLD STAB   2.57  65.5   683.6   1.38    11.2
  IHC=  45 PPM HEXANE HOT TRANS   2.73  60.4   587.4   2.15    12.8
  ICO[ACT] =  1.8 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      3.74  84.4   662.8   1.52    11.0
  INOX     =   37 PPM
                      75 FTP      3.12  72.2   648.4   1.65    11.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.54  91.5   660.7   1.60    10.8
                      COLD STAB   2.30  43.7   688.8   1.35    11.6
                      HOT TRANS   2.64  58.8   598.2   1.81    12.7
                      72 FTP      3.37  66.6   675.4   1.47    11.2
                      75 FTP      2.85  57.7   658.3   1.53    11.7

110  73 DODG DART 225 COLD TRANS  5.51 108.7   351.6   4.72    16.4
                      COLD STAB   4.47 104.2   310.2   2.14    18.2
  IHC= 400 PPM HEXANE HOT TRANS   4.45 102.2   307.1   3.81    18.4
  ICO[ACT] =  8.2 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP      4.97 106.4   330.0   3.38    17.3
  INOX     =   52 PPM
                      75 FTP      4.68 104.6   317.9   3.13    17.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.96  78.9   393.5   5.79    16.7
                      COLD STAB   2.66  32.8   378.0   3.43    20.3
                      HOT TRANS   3.17  63.7   346.6   4.69    19.4
                      72 FTP      3.28  54.9   385.4   4.56    18.4
                      75 FTP      3.07  50.7   372.6   4.26    19.2

111  73 FORD PINT 122 COLD TRANS  7.98 109.4   320.2   2.01    17.2
                      COLD STAB   3.04  76.5   285.5   1.53    21.4
  IHC= 230 PPM HEXANE HOT TRANS   2.79  60.0   278.7   2.33    23.2
  ICO[ACT] =  3.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      5.41  92.2   302.1   1.76    19.1
  INOX     =   60 PPM
                      75 FTP      3.99  78.8   290.8   1.85    20.8
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.52  72.8   317.7   2.67    19.9
                      COLD STAB   2.42  46.5   304.2   1.61    23.1
                      HOT TRANS   2.47  31.1   298.6   2.92    25.0
                      72 FTP      3.42  59.1   310.6   2.12    21.4
                      75 FTP      2.86  47.7   305.4   2.19    22.8
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                         MPG
VEH                                     -----GRAMS PER MILE-----        FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC      CO     CO2     NOXC         ECON
----------------------------------------------------------------------------
112  73 FORD TORI 351 COLD TRANS  5.91  132.8    643.1     1.19         10.2
                      COLD STAB   4.33   94.8    601.5     0.87         11.6
  IHC= 235 PPM HEXANE HOT TRANS   4.84   97.2    528.1     1.04         12.7
  ICO[ACT] =   2.2 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP     5.09  113.0    621.4     1.02         10.9
  INOX     =    46 PPM
                      75 FTP      4.80  103.3    590.0     0.98         11.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.03  112.0    729.4     1.42          9.6
                      COLD STAB   3.50   59.9    763.8     1.41         10.2
                      HOT TRANS   4.04   74.2    630.6     1.54         11.7
                      72 FTP      4.23   84.8    747.3     1.42          9.9
                      75 FTP      3.96   74.5    720.4     1.45         10.4

113  73 FORD MAVE 302 COLD TRANS  9.56  102.7    475.3     1.23         13.3
                      COLD STAB   4.91  108.6    463.0     0.65         13.7
  IHC= 300 PPM HEXANE HOT TRANS   5.11   82.1    411.1     1.16         16.0
  ICO[ACT] =   7.2 %CO
  ICO[SPEC]=   N/A %CO 72 FTP     7.14  105.8    468.9     0.93         13.5
  INOX     =    35 PPM
                      75 FTP      5.92  100.2    451.4     0.91         14.1
  OTHER TESTS:        SC/3M MTCE EFG
 AFTER MAINTENANCE    COLD TRANS  6.36   78.5    524.7     1.10         13.3
                      COLD STAB   3.93   65.7    543.3     0.79         13.5
                      HOT TRANS   4.25   53.0    476.4     1.04         15.5
                      72 FTP      5.09   71.8    534.4     0.94         13.4
                      75 FTP      4.52   64.9    521.2     0.92         13.9

114  73 FORD CUST 351 COLD TRANS 11.60  191.4    492.6     2.42         10.7
                      COLD STAB   9.96  208.4    461.9     1.23         10.8
  IHC= 550 PPM HEXANE HOT TRANS   9.08  175.7    427.6     2.02         12.1
  ICO[ACT] =  10.0 %CO
  ICO[SPEC]=   N/A %CO 72 FTP    10.74  200.3    476.6     1.80         10.8
  INOX     =    28 PPM
                      75 FTP     10.06  196.0    458.9     1.69         11.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS 12.83  255.0    503.0     1.51          9.4
                      COLD STAB   5.69   87.5    581.4     2.19         12.0
                      HOT TRANS   6.39  122.4    487.8     2.24         12.7
                      72 FTP      9.11  167.7    543.9     1.86         10.6
                      75 FTP      7.35  131.5    539.7     2.06         11.5
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                    MPG
VEH                                      -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC      CO      CO2    NOXC   ECON
-----------------------------------------------------------------------
115  73 FORD LTD  400 COLD TRANS  6.05 135.9    634.2   3.36    10.2
                      COLD STAB   4.60 137.1    604.2   1.94    10.6
  IHC= 350 PPM HEXANE HOT TRANS   4.29  95.4    543.0   3.71    12.6
  ICO[ACT] =  5.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      5.30 136.5    618.6   2.62    10.4
  INOX     =   42 PPM
                      75 FTP      4.82 125.4    593.7   2.72    11.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.58  97.2    659.5   4.12    10.7
                      COLD STAB   3.08  58.4    667.5   2.33    11.5
                      HOT TRANS   3.28  65.3    560.5   3.79    13.2
                      72 FTP      3.79  77.0    663.7   3.19    11.1
                      75 FTP      3.44  68.3    636.6   3.10    11.8

116  73 MERC MONR 400 COLD TRANS  6.90  97.7    630.7   2.06    11.0
                      COLD STAB   4.24  71.1    613.8   2.11    12.0
  IHC= 180 PPM HEXANE HOT TRANS   4.60  75.7    548.2   1.98    13.0
  ICO[ACT] =  3.2 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      5.51  83.8    621.9   2.09    11.5
  INOX     =   60 PPM
                      75 FTP      4.89  77.8    599.4   2.07    12.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.74  97.5    605.7   2.53    11.4
                      COLD STAB   4.25  51.4    640.4   3.04    12.1
                      HOT TRANS   4.18  56.8    553.4   2.84    13.5
                      72 FTP      4.97  73.5    623.8   2.80    11.8
                      75 FTP      4.54  62.4    609.5   2.88    12.3

117  73 OLDS 98   455 COLD TRANS  2.73  59.5    848.6   2.36     9.3
                      COLD STAB   2.20  44.1    854.3   1.78     9.5
  IHC=  50 PPM HEXANE HOT TRANS   2.84  51.1    716.1   2.07    11.0
  ICO[ACT] =  0.4 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP      2.45  51.4    851.6   2.06     9.4
  INOX     =   90 PPM
                      75 FTP      2.48  49.2    815.4   1.98     9.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.03  51.8    813.5   2.33     9.8
                      COLD STAB   2.68  53.4    768.0   1.37    10.3
                      HOT TRANS   2.90  41.8    683.6   2.14    11.7
                      72 FTP      2.84  52.7    789.8   1.83    10.1
                      75 FTP      2.81  49.9    754.3   1.77    10.5
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                 MPG
VEH                                   -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE   HC     CO     CO2    NOXC    ECON
--------------------------------------------------------------------
118  73 OLDS CUTL 350 COLD TRANS 13.39 131.0   633.3   1.34   10.1
                      COLD STAB   3.82  54.9   666.4   1.45   11.6
  IHC= 180 PPM HEXANE HOT TRANS   4.49  76.4   567.1   1.57   12.7
  ICO[ACT] =  3.8 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP      8.40  91.3   650.5   1.40   10.8
  INOX     =   62 PPM
                      75 FTP      5.97  76.4   632.5   1.46   11.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.32  72.4   630.6   2.23   11.7
                      COLD STAB   3.54  25.7   665.7   1.88   12.4
                      HOT TRANS   4.30  51.2   564.3   2.32   13.5
                      72 FTP      4.39  48.0   648.9   2.05   12.0
                      75 FTP      4.12  42.3   630.8   2.07   12.5

119  73 PLYM SATE 318 COLD TRANS  5.82 129.4   542.4   2.40   11.6
                      COLD STAB   4.67 121.0   515.0   1.43   12.3
  IHC= 230 PPM HEXANE HOT TRANS   4.46  99.0   466.0   2.41   14.0
  ICO[ACT] =  7.3 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP      5.22 125.0   528.1   1.90   12.0
  INOX     =   55 PPM
                      75 FTP      4.85 116.7   507.3   1.90   12.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.79  91.9   537.8   2.57   12.7
                      COLD STAB   3.30  47.6   565.6   1.83   13.6
                      HOT TRANS   3.61  57.2   488.9   2.76   15.0
                      72 FTP      4.01  68.8   552.3   2.18   13.2
                      75 FTP      3.69  59.3   539.0   2.24   13.8

120  73 PLYM DUST 225 COLD TRANS  5.09  76.3   403.9   6.16   16.4
                      COLD STAB   2.69  30.5   391.2   3.45   19.8
  IHC= 190 PPM HEXANE HOT TRANS   3.14  43.6   367.0   5.93   19.9
  ICO[ACT] =  0.7 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP      3.84  52.4   397.3   4.75   18.0
  INOX     =  121 PPM
                      75 FTP      3.30  43.5   387.2   4.68   19.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.42  94.3   410.6   4.22   15.4
                      COLD STAB   2.51  39.3   414.1   2.43   18.3
                      HOT TRANS   2.97  47.5   378.9   4.31   19.2
                      72 FTP      3.90  65.6   412.4   3.29   16.8
                      75 FTP      3.23  52.9   403.8   3.31   17.9
                      APPENDIX C,CONT'D

              LISTING OF FEDERAL TEST PROCEDURE RESULTS
        ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

                            DENVER

                                                                     MPG
VEH                                   -----GRAMS PER MILE-----      FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO     CO2    NOXC      ECON
--------------------------------------------------------------------------
121  73 PONT CATA 400 COLD TRANS    3.87   48.1   725.1   3.70      10.9
                      COLD STAB     4.24   46.6   662.0   2.96      11.9
  IHC= 200 PPM HEXANE HOT TRANS     4.56   29.9   585.7   6.64      13.7
  ICO[ACT] =   3.8 %CO
  ICO[SPEC]=   0.2 %CO 72 FTP       4.07   47.3   692.2   3.31      11.4
  INOX     =    55 PPM
                      75 FTP        4.25   42.4   654.2   4.11      12.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    6.16   50.6   868.0   6.04       9.2
                      COLD STAB     6.77   22.6   749.0   4.69      11.0
                      HOT TRANS     5.41   30.0   599.8   7.42      13.4
                      72 FTP        6.48   36.0   806.0   5 33      10.1
                      75 FTP        6.27   30.4   732.8   5.71      11.1

122  73 PONT LEMA 350 COLD TRANS    4.80   74.8   681.8   2.55      10.9
                      COLD STAB     4.49   62.1   663.8   1.88      11.4
  IHC= 175 PPM HEXANE HOT TRANS     4.54   46.8   564.3   3.54      13.6
  ICO[ACT] =   3.4 %CO
  ICO[SPEC]=   0.6 %CO 72 FTP       4.63   68.2   672.4   2.20      11.2
  INOX     =    95 PPM
                      75 FTP        4.56   60.6   640.4   2.47      11.8
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    4.66   47.2   701.2   2.93      11.2
                      COLD STAB     3.54   21.2   679.5   2.26      12.3
                      HOT TRANS     4.26   26.5   575.2   3.82      14.1
                      72 FTP        4.07   33.6   689.9   2.58      11.7
                      75 FTP        3.97   28.0   655.5   2.82      12.5

123  73 DATS TRUC  97 COLD TRANS    7.54   57.0   351.9   1.45      19.1
                      COLD STAB     7.25   47.3   354.0   0.98      19.7
  IHC= 630 PPM HEXANE HOT TRANS     7.41   46.1   305.3   1.62      22.1
  ICO[ACT] =   0.5 %CO
  ICO[SPEC]=   1.5 %CO 72 FTP       7.39   52.0   353.0   1.20      19.4
  INOX     =    70 PPM
                      75 FTP        7.35   49.0   340.3   1.25      20.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    7.90   67.8   344.7   1.01      18.6
                      COLD STAB     7.39   56.0   355.3   0.84      19.0
                      HOT TRANS     7.75   55.0   305.7   1.08      21.3
                      72 FTP        7.63   61.6   350.2   0.92      18.8
                      75 FTP        7.59   58.2   339.6   0.94      19.5
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                        MPG
VEH                                   -----GRAMS PER MILE-----         FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC      CO      CO2     NOXC     ECON
----------------------------------------------------------------------------
124  73 OPEL MANT 116 COLD TRANS   7.38   105.2    278.2    1.33     19.0
                      COLD STAB    6.83   106.1    284.6    0.68     18.8
  IHC= 550 PPM HEXANE HOT TRANS    5.21    82.1    254.6    1.20     22.2
  ICO[ACT] = 10.0 $CO
  ICO[SPEC]=  N/A $CO 72 FTP       7.09   105.6    281.5    0.99     18.9
  INOX     =   18 PPM
                      75 FTP       6.50    99.4    275.1    0.96     19.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.74    82.7    299.0    1.46     20.0
                      COLD STAB    3.62    71.3    317.4    0.79     20.1
                      HOT TRANS    3.42    59.8    280.6    1.36     23.0
                      72 FTP       4.15    76.8    308.6    1.11     20.1
                      75 FTP       3.79    70.5    303.5    1.08     20.8

125  73 TOYO CORO  97 COLD TRANS   6.05    95.5    281.9    1.08     19.7
                      COLD STAB    3.05    63.0    347.5    0.67     19.5
  IHC= 245 PPM HEXANE HOT TRANS    2.93    48.2    281.4    1.35     24.2
  ICO[ACT] =   4.5 $CO
  ICO[SPEC]=   4.0 $CO 72 FTP      4.49    78.6    316.1    0.87     19.6
  INOX     =    54 PPM
                      75 FTP       3.63    65.7    316.0    0.94     20.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.53    63.3    289.7    2.17     22.0
                      COLD STAB    2.67    33.2    321.4    1.12     23.2
                      HOT TRANS    2.84    32.8    272.0    2.14     26.7
                      72 FTP       3.56    47.6    306.2    1.63     22.6
                      75 FTP       3.10    39.3    301.4    1.62     23.8

126  73 VOLK KOMB 103 COLD TRANS   4.73    70.6    394.8    2.34     17.0
                      COLD STAB    2.08    43.2    484.9    1.62     15.9
  IHC=  40 PPM HEXANE HOT TRANS    2.20    42.0    380.2    2.64     19.6
  ICO[ACT] =   1.7 $CO
  ICO[SPEC]=   3.0 $CO 72 FTP      3.35    56.3    441.7    1.97     16.4
  INOX     =    60 PPM
                      75 FTP       2.66    48.5    437.7    2.05     17.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.34    63.0    384.9    2.01     17.8
                      COLD STAB    1.77    28.0    463.4    1.39     17.3
                      HOT TRANS    2.23    33.6    352.9    2.10     21.5
                      72 FTP       3.00    44.7    425.8    1.69     17.6
                      75 FTP       2.43    36.7    417.1    1.71     18.4
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                 MPG
VEH                                 -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC   ECON
--------------------------------------------------------------------
127  73 VOLK SEDA  97 COLD TRANS  5.37   70.5   276.3   2.64    22.0
                      COLD STAB   4.59   70.6   283.3   1.31    21.7
  IHC= 190 PPM HEXANE HOT TRANS   3.83   57.0   255.6   2.19    24.8
  ICO[ACT] =  6.2 %CO
  ICO[SPEC]=  3.0 %CO 72 FTP      4.96   70.5   279.9   1.95    21.8
  INOX     =   74 PPM
                      75 FTP      4.55   66.9   274.3   1.82    22.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.73   59.1   262.3   2.78    23.8
                      COLD STAB   4.30   62.4   273.5   1.24    23.0
                      HOT TRANS   4.02   46.5   240.4   2.32    27.2
                      72 FTP      4.98   60.8   268.2   1.98    23.4
                      75 FTP      4.52   57.4   262.2   1.85    24.2

375  73 DODG CHAR 318 COLD TRANS  5.82  128.3   495.5   1.84    12.4
                      COLD STAB   4.26   98.6   471.7   1.35    13.9
  IHC= 290 PPM HEXANE HOT TRANS   4.04   81.3   442.3   2.28    15.2
  ICO[ACT] =  6.0 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP      5.01  112.8   483.1   1.59    13.1
  INOX     =   48 PPM
                      75 FTP      4.52  100.0   468.6   1.71    13.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  6.69  128.7   564.1   1.44    11.3
                      COLD STAB   2.93   52.3   563.5   1.40    13.6
                      HOT TRANS   3.89   68.1   486.5   1.88    14.7
                      72 FTP      4.73   88.9   563.8   1.42    12.4
                      75 FTP      3.97   72.3   542.6   1.54    13.3

377  73 FORD PINT 122 COLD TRANS  9.76  112.5   327.6   1.23    16.6
                      COLD STAB   5.48   99.6   330.9   0.94    17.6
  IHC= 240 PPM HEXANE HOT TRANS   4.93   77.1   309.3   1.40    19.9
  ICO[ACT] =  9.8 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      7.53  105.8   329.4   1.08    17.1
  INOX     =   52 PPM
                      75 FTP      6.21   96.1   324.3   1.12    17.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  7.64   81.3   300.9   2.47    19.6
                      COLD STAB   4.31   52.2   315.7   1.87    21.6
                      HOT TRANS   4.45   53.9   279.1   2.84    23.5
                      72 FTP      5.90   66.1   308.6   2.16    20.6
                      75 FTP      5.03   58.6   302.7   2.26    21.6
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                    MPG
VEH                                     -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST   TYPE    HC     CO      CO2    NOXC   ECON
-----------------------------------------------------------------------
380  73 FORD THND 460 COLD TRANS   9.70  160.4   653.3   1.53     9.5
                      COLD STAB   10.09  194.8   549.6   0.56    10.0
  IHC= 800 PPM HEXANE HOT TRANS    7.97  156.8   556.1   1.11    10.7
  ICO[ACT] = 10.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       9.91  178.3   599.2   1.03     9.7
  INOX     =    12 PPM
                      75 FTP       9.43  177.3   572.7   0.91    10.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.27   89.6   763.8   2.02     9.6
                      COLD STAB    3.76   67.7   781.0   1.06     9.9
                      HOT TRANS    5.64   98.1   657.1   1.54    10.7
                      72 FTP       4.48   78.2   772.7   1.52     9.8
                      75 FTP       4.59   80.5   743.6   1.39    10.0

782  73 AMMO HORN 304 COLD TRANS  11.77  163.5   546.2   1.60    10.6
                      COLD STAB    8.43  135.4   580.4   1.04    10.8
  IHC= 370 PPM HEXANE HOT TRANS    7.33  118.1   524.8   1.33    12.1
  ICO[ACT] =  8.2 %CO
  ICO[SPEC]=  1.0 %CO 72 FTP      10.03  148.9   564.0   1.30    10.7
  INOX     =    22 PPM
                      75 FTP       8.82  136.5   558.2   1.23    11.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.40   67.5   522.8   3.79    13.7
                      COLD STAB    3.50   27.3   562.6   2.59    14.4
                      HOT TRANS    3.71   36.7   507.6   3.72    15.4
                      72 FTP       4.41   46.5   543.5   3.16    14.1
                      75 FTP       3.95   38.1   539.4   3.14    14.5

788  73 CADI DEVI 472 COLD TRANS   8.63  169.2   693.5   1.44     9.0
                      COLD STAB    7.72  132.7   630.8   1.39    10.3
  IHC=1300 PPM HEXANE HOT TRANS    7.39  106.7   625.0   2.11    10.9
  ICO[ACT] =  3.9 %CO
  ICO[SPEC]=  1.0 %CO 72 FTP       8.15  150.1   660.8   1.41     9.6
  INOX     =    22 PPM
                      75 FTP       7.82  133.1   642.2   1.60    10.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   7.40  137.0   732.5   1.89     9.1
                      COLD STAB    7.18   91.6   701.4   1.44    10.2
                      HOT TRANS    9.85  103.6   623.5   2.15    10.9
                      72 FTP       7.29  113.3   716.3   1.65     9.7
                      75 FTP       7.95  104.2   686.6   1.72    10.1
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                   MPG
VEH                                -----GRAMS PER MILE-----       FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO     CO2   NOXC     ECON
-----------------------------------------------------------------------
790  73 CHEV VEGA 140 COLD TRANS  10.06  104.6   277.2   1.30     18.7
                      COLD STAB   13.07   92.7   302.4   0.86     18.1
  IHC=2000 PPM HEXANE HOT TRANS    7.81   74.9   267.4   1.42     21.7
  ICO[ACT] = 10.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      11.63   98.4   290.3   1.07     18.4
  INOX     =    32 PPM
                      75 FTP      11.01   90.3   287.7   1.10     19.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.30   83.5   300.1   1.37     19.8
                      COLD STAB    3.88   51.9   344.7   1.08     20.2
                      HOT TRANS    4.68   49.4   301.7   1.72     22.5
                      72 FTP       4.56   67.0   323.3   1.22     20.0
                      75 FTP       4.39   57.7   323.8   1.31     20.7

791  73 CHEV VEGA 140 COLD TRANS   5.22  123.9   336.7   1.47     16.2
                      COLD STAB    3.33   93.1   296.2   1.03     19.6
  IHC= 100 PPM HEXANE HOT TRANS    2.91   72.0   301.6   1.73     20.9
  ICO[ACT] =   2.4 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       4.23  107.9   315.6   1.24     17.8
  INOX     =    62 PPM
                      75 FTP       3.60   93.7   306.0   1.31     19.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.32   99.4   354.2   1.61     16.9
                      COLD STAB    2.86   64.7   309.0   1.29     21.1
                      HOT TRANS    2.92   53.0   310.2   1.81     22.0
                      72 FTP       3.56   81.3   330.7   1.45     18.9
                      75 FTP       3.18   68.7   318.6   1.50     20.3

795  73 CHEV NOVA 307 COLD TRANS  10.78  101.0   456.6   1.95     13.7
                      COLD STAB    7.37   50.2   448.3   1.72     16.1
  IHC=1450 PPM HEXANE HOT TRANS    8.19   69.1   391.1   2.02     16.9
  ICO[ACT] =   0.7 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       9.00   74.5   452.2   1.83     14.8
  INOX     =    40 PPM
                      75 FTP       8.29   65.8   434.4   1.85     15.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   8.61  133.5   505.4   1.11     12.0
                      COLD STAB    3.70   61.4   541.9   1.05     13.7
                      HOT TRANS    3.98   72.1   469.5   1.36     14.9
                      72 FTP       6.05   95.9   524.4   1.08     12.8
                      75 FTP       4.79   79.2   514.6   1.15     13.6
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                      MPG
VEH                                      -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO      CO2    NOXC     ECON
-------------------------------------------------------------------------
808  73 CHEV STAW 454 COLD TRANS  19.20  191.5   711.0    1.50      8.3
                      COLD STAB   13.08  145.8   721.0    1.01      9.0
  IHC=1280 PPM HEXANE HOT TRANS   12.55  147.9   649.3    1.62      9.6
  ICO[ACT] =  1.8 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      16.01  167.7   716.2    1.24      8.6
  INOX     =   45 PPM
                      75 FTP      14.20  155.8   699.4    1.28      9.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.84  125.0   706.9    2.62      9.6
                      COLD STAB    5.93  100.6   709.4    1.26     10.0
                      HOT TRANS    4.71  100.1   633.3    2.49     11.0
                      72 FTP       5.88  112.3   708.2    1.91      9.8
                      75 FTP       5.58  105.5   688.1    1.87     10.2

809  73 CHRY NEWP 400 COLD TRANS   7.06  118.0   583.8    3.03     11.2
                      COLD STAB    6.04  107.9   568.2    1.64     11.7
  IHC= 340 PPM HEXANE HOT TRANS    6.48  119.9   497.3    2.82     12.6
  ICO[ACT] =  6.8 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP       6.53  112.8   575.7    2.31     11.5
  INOX     =   44 PPM
                      75 FTP       6.37  113.3   552.1    2.25     11.8
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   7.25  122.2   583.4    1.87     11.1
                      COLD STAB    4.24   56.4   649.5    1.23     11.8
                      HOT TRANS    5.71  101.9   527.3    1.99     12.6
                      72 FTP       5.68   87.9   617.9    1.54     11.5
                      75 FTP       5.26   82.4   602.6    1.57     11.9

810  73 CHRY NEWY 440 COLD TRANS   5.35   88.2   675.6    3.19     10.7
                      COLD STAB    3.87   33.3   707.7    1.84     11.5
  IHC= 330 PPM HEXANE HOT TRANS    4.59   41.7   603.5    3.68     13.0
  ICO[ACT] =  0.3 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP       4.58   59.6   692.3    2.49     11.1
  INOX     =    0 PPM
                      75 FTP       4.37   46.9   672.7    2.62     11.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.17   89.5   778.2    2.20      9.5
                      COLD STAB    2.06   33.8   868.1    1.58      9.6
                      HOT TRANS    2.55   37.8   715.7    2.35     11.3
                      72 FTP       3.07   60.4   825.1    1.87      9.5
                      75 FTP       2.63   46.3   808.0    1.92     10.0
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                   MPG
VEH                                -----GRAMS PER MILE-----        FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC      ECON
-----------------------------------------------------------------------
811  73 DODG DART 225 COLD TRANS   8.85  135.2   357.3   1.37      14.8
                      COLD STAB    3.72   80.6   364.9   1.04      17.6
  IHC= 260 PPM HEXANE HOT TRANS    4.18   92.6   320.7   1.45      18.5
  ICO[ACT] =   5.6 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP      6.18  106.7   361.2   1.20      16.2
  INOX     =    24 PPM
                      75 FTP       4.90   95.1   351.3   1.22      17.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   6.62  125.5   377.7   1.47      14.9
                      COLD STAB    2.91   52.3   409.9   1.20      17.7
                      HOT TRANS    3.69   78.7   344.7   1.50      18.5
                      72 FTP       4.69   87.3   394.5   1.33      16.2
                      75 FTP       3.88   74.6   385.5   1.34      17.2

812  73 DODG DART 318 COLD TRANS   5.15   73.5   465.6   1.82      14.9
                      COLD STAB    3.91   91.7   462.5   1.21      14.3
  IHC= 200 PPM HEXANE HOT TRANS    3.59   58.8   412.7   2.03      17.2
  ICO[ACT] =   5.8 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP      4.50   83.0   464.0   1.50      14.6
  INOX     =    42 PPM
                      75 FTP       4.08   79.0   449.6   1.56      15.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.52   53.2   487.1   1.75      15.3
                      COLD STAB    2.25   23.9   516.4   1.25      15.8
                      HOT TRANS    2.68   29.0   434.5   2.02      18.2
                      72 FTP       2.86   37.9   502.4   1.49      15.5
                      75 FTP       2.63   31.3   488.0   1.57      16.3

813  73 DODG CHAR 400 COLD TRANS  39.00  199.1   536.2   1.26       9.1
                      COLD STAB   22.66  146.8   592.9   0.66       9.9
  IHC=2000 PPM HEXANE HOT TRANS   16.63  135.0   504.2   1.32      11.5
  ICO[ACT] =   5.2 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP     30.48  171.8   565.8   0.95       9.5
  INOX     =    50 PPM
                      75 FTP      24.38  154.3   557.1   0.96      10.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  46.03  187.8   657.5   1.25       8.1
                      COLD STAB   21.88  151.1   798.7   0.98       8.0
                      HOT TRANS   16.94  135.0   603.4   1.26      10.2
                      72 FTP      33.44  168.7   731.1   1.11       8.1
                      75 FTP      25.50  154.3   716.4   1.11       8.5
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                   MPG
VEH                                 -----GRAMS PER MILE-----      FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC    CO     CO2    NOXC      ECON
----------------------------------------------------------------------
814  73 DODG DART 318 COLD TRANS  7.36 123.9   467.8   1.15      12.9
                      COLD STAB   5.39 129.7   452.1   0.80      13.2
  IHC= 305 PPM HEXANE HOT TRANS   5.09 101.4   404.5   1.20      15.3
  ICO[ACT] =  8.7 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP      6.33 126.9   459.6   0.97      13.1
  INOX     =    45 PPM
                      75 FTP      5.71 120.8   442.4   0.98      13.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.57  98.6   490.2   1.25      13.4
                      COLD STAB   3.68  50.1   514.6   1.13      14.7
                      HOT TRANS   4.06  60.9   440.0   1.53      16.2
                      72 FTP      4.58  73.3   502.9   1.18      14.0
                      75 FTP      4.17  63.0   489.2   1.26      14.8

820  73 FORD MAVE 250 COLD TRANS  5.01 124.5   422.8   2.22      14.0
                      COLD STAB   3.78 109.4   409.9   0.88      14.9
  IHC= 230 PPM HEXANE HOT TRANS   4.13  97.8   362.9   1.84      16.8
  ICO[ACT] =  7.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      4.36 116.6   416.1   1.52      14.5
  INOX     =    45 PPM
                      75 FTP      4.12 109.3   399.7   1.42      15.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.09  86.7   432.7   2.78      15.3
                      COLD STAB   3.25  65.7   431.0   1.11      16.3
                      HOT TRANS   3.73  76.0   376.7   2.08      17.5
                      72 FTP      3.65  75.7   431.8   1.91      15.8
                      75 FTP      3.56  72.8   416.6   1.72      16.4

821  73 FORD MAVE 302 COLD TRANS  6.41  85.1   522.4   2.11      13.1
                      COLD STAB   5.12  97.5   506.0   1.01      13.1
  IHC= 320 PPM HEXANE HOT TRANS   5.14  70.9   466.8   2.03      14.9
  ICO[ACT] =  8.4 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      5.74  91.6   513.9   1.54      13.1
  INOX     =    40 PPM
                      75 FTP      5.39  87.7   498.7   1.51      13.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.88  40.3   571.5   2.92      13.6
                      COLD STAB   3.93  28.5   557.3   1.46      14.4
                      HOT TRANS   4.55  30.7   503.8   2.75      15.7
                      72 FTP      4.39  34.1   564.1   2.16      14.1
                      75 FTP      4.30  31.5   545.6   2.11      14.6
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                    -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST   TYPE    HC     CO     CO2   NOXC    ECON
---------------------------------------------------------------------
822  73 FORD MAVE 250 COLD TRANS    3.72   51.1   424.1  5.30    17.2
                      COLD STAB     3.08   35.6   403.8  3.16    18.9
  IHC= 640 PPM HEXANE HOT TRANS     2.97   37.0   388.9  4.98    19.4
  ICO[ACT] =   4.2 $CO
  ICO[SPEC]=   N/A $CO 72 FTP       3.39   43.0   413.5  4.18    18.0
  INOX      =    59 PPM
                      75 FTP        3.18   39.2   403.9  4.10    18.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    4.89   86.4   442.6  1.82    14.9
                      COLD STAB     3.16   31.2   433.7  1.61    18.0
                      HOT TRANS     3.18   41.9   409.4  2.30    18.3
                      72 FTP        3.99   57.6   438.0  1.71    16.4
                      75 FTP        3.52   45.5   428.9  1.84    17.4

823  73 FORD MUST 302 COLD TRANS    9.56  125.3   478.2  2.39    12.6
                      COLD STAB    10.27  113.8   441.6  1.23    13.6
  IHC=1120 PPM HEXANE HOT TRANS     8.46  114.8   428.1  2.05    14.0
  ICO[ACT] =   8.2 $CO
  ICO[SPEC]=   N/A $CO 72 FTP       9.93  119.3   459.1  1.78    13.1
  INOX      =    40 PPM
                      75 FTP        9.63  116.4   445.4  1.69    13.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    9.35  133.6   494.9  1.05    12.1
                      COLD STAB    10.55  109.5   523.9  0.45    12.2
                      HOT TRANS     9.01  121.3   453.7  0.86    13.2
                      72 FTP        9.98  121.1   510.0  0.74    12.1
                      75 FTP        9.88  117.7   498.8  0.69    12.4

824  73 FORD MAVE 302 COLD TRANS    6.61  101.3   548.4  1.73    12.2
                      COLD STAB     4.67  101.3   530.8  0.83    12.6
  IHC= 270 PPM HEXANE HOT TRANS     4.84   81.9   478.4  1.60    14.3
  ICO[ACT] =   6.8 $CO
  ICO[SPEC]=   N/A $CO 72 FTP       5.60  101.3   539.2  1.26    12.4
  INOX      =    50 PPM
                      75 FTP        5.11   96.0   520.1  1.22    12.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    6.23   79.3   570.0  1.84    12.4
                      COLD STAB     4.32   57.7   615.1  0.94    12.3
                      HOT TRANS     5.23   64.8   515.3  1.43    14.0
                      72 FTP        5.23   68.0   593.5  1.37    12.4
                      75 FTP        4.96   64.1   578.6  1.26    12.8
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                 MPG
VEH                                   -----GRAMS PER MILE-----   FUEL
NO.   YR MAKE MODL CID TEST   TYPE   HC     CO     CO2    NOXC   ECON
-----------------------------------------------------------------------
826   73 FORD LTD  429 COLD TRANS 10.30  225.6   670.4   1.78    8.4
                       COLD STAB   6.46  190.1   671.0   0.89    9.0
  IHC= 200 PPM HEXANE  HOT TRANS   7.14  167.2   613.8   1.99    9.9
  ICO[ACT] =   6.8 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      8.30  207.1   670.7   1.32    8.7
  INOX     =    52 PPM
                       75 FTP      7.44  191.2   655.3   1.37    9.1
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS  6.56  122.3   735.9   2.54    9.4
                       COLD STAB   3.87   56.0   781.5   1.38   10.1
                       HOT TRANS   6.92   94.7   650.8   2.30   10.8
                       72 FTP      5.16   87.8   759.7   1.94    9.7
                       75 FTP      5.26   80.2   736.5   1.87   10.1

828   73 FORD TORI 351 COLD TRANS  5.30   93.1   627.2   2.56   11.2
                       COLD STAB   4.98  113.7   594.8   1.21   11.2
  IHC= 320 PPM HEXANE  HOT TRANS   4.53   72.8   537.4   2.70   13.3
  ICO[ACT] =   6.4 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      5.14  103.8   610.3   1.85   11.2
  INOX     =    68 PPM
                       75 FTP      4.93   98.3   585.8   1.89   11.7
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS  6.33   50.8   605.8   3.84   12.6
                       COLD STAB   3.93   35.8   608.3   1.88   13.1
                       HOT TRANS   4.30   36.7   516.0   4.00   15.1
                       72 FTP      5.08   43.0   607.1   2.82   12.8
                       75 FTP      4.53   39.1   582.6   2.86   13.5

831   73 MERC COME 250 COLD TRANS  4.72  114.3   417.9   2.65   14.5
                       COLD STAB   3.93  115.5   400.7   0.82   14.9
  IHC= 300 PPM HEXANE  HOT TRANS   4.74   95.8   357.7   2.15   17.0
  ICO[ACT] =   7.8 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      4.31  114.9   409.0   1.70   14.7
  INOX     =    43 PPM
                       75 FTP      4.31  109.9   392.5   1.56   15.3
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS  4.65   99.1   466.7   2.54   13.9
                       COLD STAB   2.73   71.0   487.8   1.03   14.6
                       HOT TRANS   3.82   79.6   401.2   2.06   16.5
                       72 FTP      3.64   84.4   477.7   1.75   14.3
                       75 FTP      3.42   79.1   459.8   1.62   14.9
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                     -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC    ECON
-----------------------------------------------------------------------
835  73 OLDS CUTL 350 COLD TRANS   4.98  118.8   625.8   1.39    10.7
                      COLD STAB    3.97  106.7   639.9   1.22    10.8
  IHC= 210 PPM HEXANE HOT TRANS    3.66   97.7   569.1   1.38    12.1
  ICO[ACT] =  8.2 %CO
  ICO[SPEC]=  1.0 %CO 72 FTP       4.46  112.5   633.1   1.30    10.8
  INOX     =   36 PPM
                      75 FTP       4.09  106.8   617.7   1.30    11.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.37   83.0   693.2   1.59    10.6
                      COLD STAB    2.44   48.7   722.6   1.41    11.0
                      HOT TRANS    3.35   72.8   613.1   1.51    12.0
                      72 FTP       2.88   65.1   708.5   1.50    10.8
                      75 FTP       2.88   62.4   686.7   1.48    11.2

837  73 OLDS CUTL 350 COLD TRANS   5.92   68.0   582.9   3.03    12.5
                      COLD STAB    1.46   46.4   589.7   1.56    13.3
  IHC= 150 PPM HEXANE HOT TRANS    5.20   52.7   501.5   3.01    14.8
  ICO[ACT] =  0.3 %CO
  ICO[SPEC]=  0.3 %CO 72 FTP       3.59   56.7   586.5   2.26    12.9
  INOX     =   93 PPM
                      75 FTP       3.40   52.6   564.2   2.26    13.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.71   82.9   614.2   2.56    11.6
                      COLD STAB    3.88   46.1   640.4   1.51    12.2
                      HOT TRANS    4.77   57.2   543.6   2.57    13.7
                      72 FTP       4.76   63.7   627.8   2.01    11.9
                      75 FTP       4.50   56.7   608.6   2.02    12.5

839  73 PLYM DUST 225 COLD TRANS   5.14  104.2   378.7   3.71    15.9
                      COLD STAB    3.30   46.5   376.4   3.22    19.3
  IHC= 235 PPM HEXANE HOT TRANS    4.04   54.4   369.3   5.02    19.0
  ICO[ACT] =  3.6 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP       4.18   74.1   377.5   3.46    17.5
  INOX     =   78 PPM
                      75 FTP       3.88   60.5   374.9   3.81    18.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.89   97.9   380.2   1.97    16.1
                      COLD STAB    2.68   31.6   401.9   2.31    19.3
                      HOT TRANS    4.30   52.5   360.6   2.64    19.4
                      72 FTP       4.22   63.3   391.5   2.15    17.6
                      75 FTP       3.79   50.9   386.2   2.33    18.6
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

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                                                                      MPG
VEH                                      -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE      HC     CO     CO2    NOXC    ECON
---------------------------------------------------------------------------
840  73 PLYM DUST 318 COLD TRANS    7.29   91.0   454.1   1.68    14.3
                      COLD STAB     6.96  121.1   429.6   0.74    13.8
  IHC= 410 PPM HEXANE HOT TRANS     6.01   84.5   404.5   1.51    16.0
  ICO[ACT] =  9.0 $CO
  ICO[SPEC]=  0.5 $CO 72 FTP        7.12  106.7   441.3   1.19    14.1
  INOX     =   34 PPM
                      75 FTP        6.77  104.9   427.8   1.14    14.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    6.47   75.7   482.7   1.58    14.3
                      COLD STAB     3.28   29.5   531.2   0.98    15.1
                      HOT TRANS     4.01   42.6   441.7   1.69    17.0
                      72 FTP        4.81   51.6   508.0   1.27    14.7
                      75 FTP        4.14   42.6   496.8   1.30    15.4

842  73 PLYM SATE 318 COLD TRANS    8.28  206.4   429.6   0.85    11.4
                      COLD STAB     6.82  187.3   426.7   0.57    12.0
  IHC= 175 PPM HEXANE HOT TRANS     7.09  184.0   375.2   0.64    12.9
  ICO[ACT] =  6.0 $CO
  ICO[SPEC]=  0.5 $CO 72 FTP        7.52  196.4   428.1   0.70    11.7
  INOX     =   99 PPM
                      75 FTP        7.19  190.3   413.3   0.64    12.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    8.52  193.6   436.7   0.76    11.6
                      COLD STAB     6.09  140.7   475.0   0.75    12.4
                      HOT TRANS     6.85  165.3   388.6   0.68    13.2
                      72 FTP        7.25  166.0   456.7   0.75    12.0
                      75 FTP        6.80  158.3   443.5   0.73    12.4

843  73 PLYM FRY3 360 COLD TRANS   13.58  120.1   659.1   4.80    10.0
                      COLD STAB     3.92   86.5   608.3   2.33    11.7
  IHC= 220 PPM HEXANE HOT TRANS     4.27   70.9   541.1   4.49    13.3
  ICO[ACT] =  5.8 $CO
  ICO[SPEC]=  1.0 $CO 72 FTP        8.54  102.6   632.6   3.51    10.8
  INOX     =    0 PPM
                      75 FTP        6.00   89.2   600.4   3.43    11.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    9.52   98.4   620.5   4.87    11.0
                      COLD STAB     3.61   46.0   639.2   2.48    12.3
                      HOT TRANS     3.32   48.0   539.6   4.99    14.2
                      72 FTP        6.44   71.1   630.3   3.63    11.6
                      75 FTP        4.75   57.3   608.2   3.66    12.4
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                            MPG
VEH                              -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE   HC    CO     CO2   NOXC  ECON
---------------------------------------------------------------
844  73 PONT VENT 350 COLD TRANS  6.41  91.8  582.8  1.66  11.9
                      COLD STAB   6.20  66.7  528.3  1.80  13.6
  IHC=  70 PPM HEXANE HOT TRANS   6.53  57.6  484.2  4.48  14.9
  ICO[ACT] =  3.2 %CO
  ICO[SPEC]=  0.2 %CO 72 FTP      6.30  78.7  554.4  1.73  12.7
  INOX     =   90 PPM
                      75 FTP      6.33  69.4  527.5  2.50  13.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.44  69.2  630.3  1.40  11.7
                      COLD STAB   5.07  35.0  576.3  1.49  13.7
                      HOT TRANS   5.88  47.6  499.9  3.25  15.0
                      72 FTP      5.25  51.4  602.2  1.45  12.7
                      75 FTP      5.37  45.5  566.6  1.95  13.5

845  73 PONT LEMA 350 COLD TRANS  7.98 158.2  628.2  1.87   9.8
                      COLD STAB   6.16  80.6  615.1  2.68  11.7
  IHC= 720 PPM HEXANE HOT TRANS   5.68  98.5  537.7  2.66  12.5
  ICO[ACT] =  9.2 %CO
  ICO[SPEC]=  0.2 %CO 72 FTP      7.03 117.8  621.3  2.30  10.7
  INOX     =   39 PPM
                      75 FTP      6.40 101.5  596.7  2.51  11.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  6.45  99.1  622.4  2.10  11.1
                      COLD STAB   6.71  35.2  586.6  2.15  13.4
                      HOT TRANS   6.10  50.0  511.8  2.78  14.6
                      72 FTP      6.59  65.8  603.7  2.13  12.2
                      75 FTP      6.49  52.4  573.5  2.31  13.1

846  73 PONT LEMA 350 COLD TRANS  5.26  71.4  614.9  1.82  11.9
                      COLD STAB   7.67 141.2  575.3  3.28  10.8
  IHC= 440 PPM HEXANE HOT TRANS   6.96  90.8  517.6  3.07  13.0
  ICO[ACT] =  5.2 %CO
  ICO[SPEC]=  0.2 %CO 72 FTP      6.52 107.8  594.3  2.58  11.3
  INOX     =   26 PPM
                      75 FTP      6.98 113.1  567.7  2.92  11.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.94  66.4  594.8  4.24  12.4
                      COLD STAB   4.75  41.4  604.3  3.08  13.0
                      HOT TRANS   5.17  45.6  523.1  3.92  14.5
                      72 FTP      5.32  53.4  599.8  3.63  12.7
                      75 FTP      5.11  47.7  580.2  3.55  13.2
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                 MPG
VEH                                   -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST   TYPE    HC     CO     CO2    NOXC   ECON
---------------------------------------------------------------------
849  73 PONT STAW 400 COLD TRANS   6.07   99.7   735.3   1.99    9.7
                      COLD STAB    4.52   82.3   702.7   1.29   10.5
  IHC= 225 PPM HEXANE HOT TRANS    4.03   68.8   634.4   1.90   11.7
  ICO[ACT] =  6.0 %CO
  ICO[SPEC]=  0.6 %CO 72 FTP       5.26   90.7   718.3   1.62   10.1
  INOX     =   40 PPM
                      75 FTP       4.70   82.2   690.8   1.60   10.6
  OTHER TESTS:       SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.78  106.7   786.0   1.51    9.2
                      COLD STAB    2.32   45.8   829.1   1.13    9.8
                      HOT TRANS    2.62   56.7   701.7   1.46   11.1
                      72 FTP       3.50   74.9   808.5   1.31    9.5
                      75 FTP       2.91   61.3   785.5   1.30   10.0

850  73 DATS B610 108 COLD TRANS   5.86   66.9   308.1   2.01   20.6
                      COLD STAB    6.20   52.3   306.5   1.57   21.7
  IHC= 800 PPM HEXANE HOT TRANS    4.92   45.3   285.2   2.42   23.9
  ICO[ACT] =  9.0 %CO
  ICO[SPEC]=  1.5 %CO 72 FTP       6.04   59.3   307.3   1.78   21.2
  INOX     =   22 PPM
                      75 FTP       5.78   53.4   301.0   1.89   22.0
  OTHER TESTS:       SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.59   65.2   340.0   1.62   19.4
                      COLD STAB    3.70   38.2   359.4   1.00   20.6
                      HOT TRANS    3.71   42.2   315.4   1.92   22.6
                      72 FTP       4.12   51.1   350.1   1.30   20.0
                      75 FTP       3.88   44.8   343.4   1.38   20.8

851  73 DATS 240Z 146 COLD TRANS   3.84   31.2   407.5   2.26   18.9
                      COLD STAB    2.99   26.7   433.3   1.65   18.3
  IHC=  85 PPM HEXANE HOT TRANS    4.54   33.1   338.0   1.91   21.9
  ICO[ACT] =  3.2 %CO
  ICO[SPEC]=  2.7 %CO 72 FTP       3.40   28.9   420.9   1.94   18.6
  INOX     =   45 PPM
                      75 FTP       3.59   29.4   402.0   1.85   19.3
  OTHER TESTS:       SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.48   35.3   418.2   1.77   18.3
                      COLD STAB    2.67   23.2   444.2   1.35   18.2
                      HOT TRANS    6.27   30.9   355.9   1.70   20.9
                      72 FTP       3.06   29.0   431.8   1.56   18.2
                      75 FTP       3.82   27.8   414.7   1.54   18.9
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                    -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC   ECON
--------------------------------------------------------------------
852  73 HOND CIVI  71 COLD TRANS  3.20   49.4   217.3   1.13   29.1
                      COLD STAB   2.63   49.1   226.1   0.54   28.5
  IHC= 270 PPM HEXANE HOT TRANS   2.17   43.5   203.4   1.16   31.8
  ICO[ACT] =  4.9 %CO
  ICO[SPEC]=  3.0 %CO 72 FTP      2.90   49.3   221.9   0.83   28.8
  INOX     =   94 PPM
                      75 FTP      2.62   47.7   218.1   0.83   29.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.06   50.0   240.3   0.89   27.0
                      COLD STAB   2.58   40.7   255.4   0.53   27.1
                      HOT TRANS   2.29   38.5   218.9   1.03   31.0
                      72 FTP      2.81   45.1   248.1   0.70   27.1
                      75 FTP      2.60   42.0   242.3   0.74   28,0

855  73 MG   CONV 110 COLD TRANS  3.59   64.5   321.7   1.24   20.4
                      COLD STAB   2.51   48.7   358.5   0.70   20.0
  IHC=1050 PPM HEXANE HOT TRANS   2.47   47.2   297.5   1.10   23.4
  ICO[ACT] =  2.9 %CO
  ICO[SPEC]=  2.5 %CO 72 FTP      3.03   56.3   340.9   0.96   20.2
  INOX     =   30 PPM
                      75 FTP      2.72   51.6   334.3   0.92   20.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  3.02   56.6   330.2   1.47   20.7
                      COLD STAB   2.63   58.8   363.8   0.79   19.1
                      HOT TRANS   2.56   57.7   302.5   1.13   22.1
                      72 FTP      2.82   57.7   347.7   1.12   19.8
                      75 FTP      2.69   58.0   340.1   1.02   20.2

856  73 PORS 914  102 COLD TRANS  7.57   41.0   384.7   1.99   18.8
                      COLD STAB   7.04   41.1   399.1   1.12   18.3
  IHC= 430 PPM HEXANE HOT TRANS   5.82   37.8   338.2   1.63   21.3
  ICO[ACT] =  3.0 %CO
  ICO[SPEC]=  3.0 %CO 72 FTP      7.29   41.1   392.2   1.54   18.5
  INOX     =   58 PPM
                      75 FTP      6.82   40.2   379.5   1.44   19.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  9.53   44.5   355.9   2.45   19.5
                      COLD STAB  10.58   52.8   345.7   1.20   19.2
                      HOT TRANS   8.08   41.8   318.3   2.08   21.7
                      72 FTP     10.08   48.8   350.6   1.80   19.3
                      75 FTP      9.68   48.1   340.3   1.70   19.9
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                    MPG
VEH                                     -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC    ECON
-----------------------------------------------------------------------
857  73 TOYO STAW  97 COLD TRANS   5.99   74.3   278.6   2.87    21.4
                      COLD STAB    7.10   84.5   267.9   1.20    21.0
  IHC=1250 PPM HEXANE HOT TRANS    4.65   58.6   242.2   2.29    25.4
  ICO[ACT] = 10.0 %CO
  ICO[SPEC]=  1.0 %CO 72 FTP       6.57   79.6   273.0   2.00    21.2
  INOX     =    14 PPM
                      75 FTP       6.21   75.3   263.1   1.84    22.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.97   55.9   285.2   1.93    23.0
                      COLD STAB    3.24   61.9   293.7   0.71    22.1
                      HOT TRANS    2.68   40.9   258.7   1.62    26.8
                      72 FTP       3.59   59.0   289.7   1.29    22.5
                      75 FTP       3.24   54.9   282.4   1.21    23.4

860  73 SUBA STAW  83 COLD TRANS   7.12   69.3   265.8   0.85    22.3
                      COLD STAB    4.31   65.0   294.6   0.65    21.6
  IHC= 380 PPM HEXANE HOT TRANS    3.57   55.0   253.9   0.91    25.2
  ICO[ACT] =  8.4 %CO
  ICO[SPEC]=  3.0 %CO 72 FTP       5.65   67.1   280.8   0.75    22.0
  INOX     =    32 PPM
                      75 FTP       4.68   63.1   277.5   0.76    22.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   7.34   49.6   280.9   1.04    23.2
                      COLD STAB    3.84   47.0   314.6   0.71    22.2
                      HOT TRANS    3.65   46.9   264.7   0.98    25.4
                      72 FTP       5.52   48.3   298.5   0.87    22.7
                      75 FTP       4.51   47.5   294.1   0.85    23.2

863  73 VOLK SEDA  97 COLD TRANS   6.75   76.7   255.8   1.23    22.3
                      COLD STAB    5.82   71.6   295.6   0.65    20.8
  IHC= 410 PPM HEXANE HOT TRANS    4.95   63.9   252.2   1.35    24.1
  ICO[ACT] =  5.6 %CO
  ICO[SPEC]=  2.5 %CO 72 FTP       6.27   74.0   276.5   0.93    21.5
  INOX     =    58 PPM
                      75 FTP       5.78   70.5   275.6   0.96    21.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   9.53   91.9   273.6   0.85    19.8
                      COLD STAB    5.82   67.9   308.4   0.61    20.5
                      HOT TRANS    5.30   67.8   261.8   1.06    23.0
                      72 FTP       7.59   79.4   291.7   0.72    20.1
                      75 FTP       6.44   72.8   288.5   0.78    21.0
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                       MPG
VEH                                      -----GRAMS PER MILE-----     FUEL
NO.   YR MAKE MODL CID TEST   TYPE     HC     CO      CO2    NOXC     ECON
--------------------------------------------------------------------------
864   73 VOLV 142S 121 COLD TRANS    7.46   83.9    309.9    2.44     19.1
                       COLD STAB     9.99  110.6    283.5    0.95     18.1
  IHC= 760 PPM HEXANE  HOT TRANS     7.25   97.0    260.1    1.47     20.4
  ICO[ACT] =   7.8 %CO
  ICO[SPEC]=   2.0 %CO 72 FTP        8.78   97.9    296.1    1.66     18.6
  INOX     =    48 PPM
                       75 FTP        8.72  101.4    282.5    1.40     18.9
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS    6.62   86.8    314.4    2.32     18.8
                       COLD STAB     5.81   86.8    307.5    1.17     19.2
                       HOT TRANS     4.89   72.8    274.5    1.78     21.9
                       72 FTP        6.20   86.8    310.8    1.72     19.0
                       75 FTP        5.73   83.0    299.9    1.57     19.8

076   72 AMMO GREM 258 COLD TRANS   33.23  100.0    341.3    2.52     14.7
                       COLD STAB    32.14  111.7    300.1    0.99     15.4
  IHC=2000 PPM HEXANE  HOT TRANS    29.63   95.4    300.1    2.20     16.3
  ICO[ACT] =   7.8 %CO
  ICO[SPEC]=   1.5 %CO 72 FTP       32.66  106.1    319.8    1.72     15.0
  INOX     =    40 PPM
                       75 FTP       31.68  104.8    308.6    1.63     15.5
  OTHER TESTS:         LO/HI SC/3M MTCE  EFF
 AFTER MAINTENANCE     COLD TRANS    2.40   57.5    349.2    1.50     19.8
                       COLD STAB     2.67   49.6    405.1    1.60     18.1
                       HOT TRANS     2.43   39.8    340.5    2.24     21.6
                       72 FTP        2.54   53.4    378.4    1.55     18.9
                       75 FTP        2.55   48.5    376.0    1.76     19.3

077   72 BUIC RIVI 455 COLD TRANS    8.78  119.8    683.1    7.05      9.9
                       COLD STAB     5.38   99.2    643.3    3.99     10.9
  IHC= 160 PPM HEXANE  HOT TRANS     4.46   60.5    588.7    7.81     12.7
  ICO[ACT] =   4.7 %CO
  ICO[SPEC]=   N/A %CO 72 FTP        7.01  109.0    662.3    5.46     10.4
  INOX     =    33 PPM
                       75 FTP        5.83   92.9    636.6    5.66     11.1
  OTHER TESTS:         LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS    6.67   84.8    698.3    6.77     10.4
                       COLD STAB     4.21   46.7    680.7    4.66     11.6
                       HOT TRANS     3.92   37.7    617.8    7.42     12.9
                       72 FTP        5.39   64.9    689.2    5.67     11.0
                       75 FTP        4.64   52.1    667.2    5.85     11.6
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                  -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE   HC     CO     CO2    NOXC     ECON
-----------------------------------------------------------------------
078  72 CADI DEVI 472 COLD TRANS  4.90 161.4   742.7   1.88      8.8
                      COLD STAB   4.04 129.8   707.0   1.14      9.6
  IHC= 190 PPM HEXANE HOT TRANS   3.71  97.8   666.4   2.07     10.7
  ICO[ACT] =   5.5 %CO
  ICO[SPEC]=   N/A %CO 72 FTP     4.45 144.9   724.1   1.49      9.2
  INOX      =    25 PPM
                      75 FTP      4.13 127.5   703.3   1.55      9.7
  OTHER TESTS:        LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  6.71 227.3   826.2   1.52      7.4
                      COLD STAB   3.70 137.5   805.3   1.29      8.6
                      HOT TRANS   5.16 189.2   705.4   1.45      8.7
                      72 FTP      5.14 180.5   815.3   1.40      8.0
                      75 FTP      4.72 170.1   782.3   1.38      8.3

079  72 CHEV VEGA 140 COLD TRANS  6.77  95.2   348.4   1.57     17.1
                      COLD STAB   3.18  53.5   447.0   0.96     16.4
  IHC=  80 PPM HEXANE HOT TRANS   4.45  67.7   311.9   1.53     20.5
  ICO[ACT] =   1.5 %CO
  ICO[SPEC]=   N/A %CO 72 FTP     4.90  73.4   399.8   1.26     16.7
  INOX      =    25 PPM
                      75 FTP      4.27  66.0   389.8   1.25     17.5
  OTHER TESTS:        LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  7.76 100.5   363.0   1.07     16.3
                      COLD STAB   5.46  74.5   413.9   0.64     16.2
                      HOT TRANS   4.04  66.9   331.8   1.18     19.7
                      72 FTP      6.56  87.0   389.5   0.85     16.2
                      75 FTP      5.55  77.8   381.0   0.88     17.0

080  72 CHEV MALI 350 COLD TRANS  5.04  77.0   481.7   3.95     14.3
                      COLD STAB   4.84 109.6   430.0   1.39     14.4
  IHC= 255 PPM HEXANE HOT TRANS   4.18  68.7   423.2   3.91     16.3
  ICO[ACT] =   5.6 %CO
  ICO[SPEC]=   N/A %CO 72 FTP     4.94  94.0   454.7   2.62     14.4
  INOX      =    56 PPM
                      75 FTP      4.70  91.8   438.8   2.61     14.8
  OTHER TESTS:        LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.68  83.7   568.9   2.41     12.4
                      COLD STAB   3.10  54.3   583.0   1.45     13.1
                      HOT TRANS   2.91  50.2   501.5   2.50     15.1
                      72 FTP      4.34  68.4   576.3   1.91     12.7
                      75 FTP      3.58  59.2   557.9   1.93     13.4
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                  -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC    ECON
----------------------------------------------------------------------
081  72 CHEV CHEL 350 COLD TRANS   4.20   68.2   521.0   2.22    13.8
                      COLD STAB    3.30   59.4   532.9   1.19    13.9
  IHC=  90 PPM HEXANE HOT TRANS    3.40   50.2   469.6   2.01    15.9
  ICO[ACT] =   1.6 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      3.73   63.6   527.2   1.69    13.9
  INOX     =    57 PPM
                      75 FTP       3.51   58.7   513.2   1.63    14.4
  OTHER TESTS:        LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.22   71.3   559.4   2.32    13.0
                      COLD STAB    2.91   41.6   582.2   1.41    13.5
                      HOT TRANS    3.35   41.7   487.7   2.22    15.7
                      72 FTP       3.54   55.8   571.3   1.84    13.2
                      75 FTP       3.30   47.7   551.7   1.82    13.9

082  72 CHEV NOVA 307 COLD TRANS   8.12   83.7   510.7   3.14    13.3
                      COLD STAB    8.01   83.7   474.6   2.16    14.1
  IHC= 780 PPM HEXANE HOT TRANS    6.90   66.9   455.1   3.49    15.2
  ICO[ACT] =  10.0 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      8.06   83.7   491.9   2.63    13.7
  INOX     =    15 PPM
                      75 FTP       7.73   79.1   476.7   2.73    14.2
  OTHER TESTS:        LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.65   73.4   582.5   3.68    12.4
                      COLD STAB    3.87   30.9   569.1   2.55    14.1
                      HOT TRANS    4.32   47.3   506.9   3.79    14.9
                      72 FTP       4.72   51.3   575.5   3.09    13.2
                      75 FTP       4.36   44.1   554.9   3.12    13.9

083  72 CHEV IMPA 350 COLD TRANS   7.76  116.7   555.1   2.39    11.6
                      COLD STAB    5.80   97.4   585.0   1.62    11.7
  IHC= 550 PPM HEXANE HOT TRANS    6.16   94.0   528.8   2.89    12.8
  ICO[ACT] =   6.5 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      6.74  106.7   570.7   1.99    11.7
  INOX     =    55 PPM
                      75 FTP       6.30  100.5   563.5   2.13    12.0
  OTHER TESTS:        LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   8.19  104.7   582.1   2.67    11.5
                      COLD STAB    5.02   63.9   645.3   1.98    11.7
                      HOT TRANS    5.41   72.6   547.2   3.17    13.1
                      72 FTP       6.54   83.4   615.0   2.31    11.6
                      75 FTP       5.78   74.7   605.5   2.45    12.0
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APPENDIX C,CONT´D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                      MPG
VEH                                        -----GRAMS PER MILE-----  FUEL
NO.   YR MAKE MODL CID TEST   TYPE    HC     CO     CO2    NOXC   ECON
--------------------------------------------------------------------------
084   72 CHEV BELA 400 COLD TRANS   9.24  134.3   578.8   4.25   10.8
                       COLD STAB    6.79   78.9   589.6   2.67   12.1
  IHC=1150 PPM HEXANE HOT TRANS    5.71   74.2   530.1   4.94   13.4
  ICO[ACT] =   6.2 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       7.96  105.4   584.4   3.43   11.4
  INOX     =    45 PPM
                       75 FTP       7.00   89.0   571.1   3.61   12.1
  OTHER TESTS:         LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS   6.57  117.6   580.2   3.85   11.3
                       COLD STAB    2.79   44.7   690.3   2.84   11.5
                       HOT TRANS    3.45   60.0   577.3   4.76   13.0
                       72 FTP       4.60   79.6   637.6   3.32   11.4
                       75 FTP       3.75   63.9   636.8   3.57   11.8

085   72 DODG CORO 318 COLD TRANS   4.89   58.9   501.5   4.10   14.6
                       COLD STAB    3.52   28.5   508.9   3.19   15.7
  IHC= 225 PPM HEXANE HOT TRANS    4.06   46.8   463.0   4.51   16.2
  ICO[ACT] =   2.2 %CO
  ICO[SPEC]=   0.5 %CO 72 FTP       4.17   43.0   505.3   3.63   15.1
  INOX     =    67 PPM
                       75 FTP       3.95   39.7   494.8   3.74   15.6
  OTHER TESTS:         LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS   5.81   82.0   506.1   3.62   13.6
                       COLD STAB    3.66   46.1   505.5   3.06   15.1
                       HOT TRANS    3.94   47.4   459.8   4.14   16.2
                       72 FTP       4.69   63.3   505.8   3.33   14.3
                       75 FTP       4.18   53.9   493.2   3.47   15.0

086   72 FORD PINT 122 COLD TRANS   5.62   86.7   295.3   4.31   19.8
                       COLD STAB    5.91   73.9   295.7   3.23   20.6
  IHC= 850 PPM HEXANE HOT TRANS    4.03   60.1   270.5   4.69   23.5
  ICO[ACT] =   9.0 %CO
  ICO[SPEC]=   1.2 %CO 72 FTP       5.77   80.0   295.5   3.75   20.2
  INOX     =    42 PPM
                       75 FTP       5.34   72.8   288.8   3.85   21.1
  OTHER TESTS:         LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS   4.06   71.7   314.4   2.19   20.2
                       COLD STAB    2.41   41.5   346.3   1.26   21.2
                       HOT TRANS    2.19   37.5   291.3   2.46   24.9
                       72 FTP       3.20   56.0   331.0   1.70   20.7
                       75 FTP       2.69   46.6   324.7   1.78   21.8
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                      MPG
VEH                                       -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST   TYPE    HC     CO     CO2    NOXC    ECON
-----------------------------------------------------------------------
087  72 FORD GRNT 351 COLD TRANS   6.04  102.0   599.4   3.91    11.4
                      COLD STAB    4.00   64.9   611.3   3.06    12.2
  IHC= 140 PPM HEXANE HOT TRANS    4.25   49.5   530.9   4.53    14.3
  ICO[ACT] =  4.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       4.97   82.7   605.6   3.47    11.8
  INOX     =   80 PPM
                      75 FTP       4.48   68.4   586.9   3.64    12.5
  OTHER TESTS:        LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   7.59  118.0   582.4   3.00    11.2
                      COLD STAB    3.51   29.8   613.8   2.48    13.2
                      HOT TRANS    4.00   37.3   526.1   3.52    14.9
                      72 FTP       5.47   72.1   598.8   2.73    12.2
                      75 FTP       4.49   50.0   583.4   2.87    13.1

088  72 FORD MAVE 200 COLD TRANS   4.95   81.2   377.7   5.14    17.0
                      COLD STAB    3.59   57.3   362.9   2.12    19.1
  IHC= 250 PPM HEXANE HOT TRANS    3.60   36.5   352.1   5.47    21.1
  ICO[ACT] =  3.5 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       4.24   68.7   370.0   3.56    18.1
  INOX     =   78 PPM
                      75 FTP       3.87   56.5   363.0   3.65    19.1
  OTHER TESTS:        LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.08   85.2   383.6   5.62    16.6
                      COLD STAB    3.01   40.8   381.0   3.10    19.5
                      HOT TRANS    3.28   34.3   352.9   6.55    21.3
                      72 FTP       4.00   62.1   382.2   4.31    18.0
                      75 FTP       3.51   48.2   373.9   4.56    19.3

089  72 FORD GALA 351 COLD TRANS   5.85   67.4   645.7   4.09    11.5
                      COLD STAB    3.77   72.4   656.7   1.90    11.3
  IHC= 150 PPM HEXANE HOT TRANS    6.77   48.7   566.5   4.25    13.4
  ICO[ACT] =  3.5 %CO
  ICO[SPEC]=  0.1 %CO 72 FTP       4.77   70.0   651.4   2.95    11.4
  INOX     =  103 PPM
                      75 FTP       5.02   64.9   629.8   2.99    11.9
  OTHER TESTS:        LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.03   70.4   705.9   3.08    10.7
                      COLD STAB    3.22   74.7   715.3   1.47    10.5
                      HOT TRANS    4.93   60.6   605.6   2.89    12.4
                      72 FTP       3.61   72.6   710.8   2.24    10.6
                      75 FTP       3.85   70.0   683.4   2.19    11.0
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                MPG
VEH                                 -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST   TYPE  HC     CO     CO2    NOXC   ECON
-------------------------------------------------------------------
090  72 FORD STAW 400 COLD TRANS  5.46   98.3   653.3   5.40   10.8
                      COLD STAB   3.92   69.8   583.4   3.78   12.6
  IHC= 275 PPM HEXANE HOT TRANS   5.08   65.7   540.4   5.85   13.5
  ICO[ACT] =  5.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      4.66   83.4   616.8   4.56   11.6
  INOX     =   55 PPM
                      75 FTP      4.56   74.6   586.1   4.68   12.4
  OTHER TESTS:        LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.22   85.8   684.3   4.16   10.7
                      COLD STAB   2.52   34.8   692.3   3.25   11.8
                      HOT TRANS   3.87   50.3   599.4   5.05   12.8
                      72 FTP      3.33   59.2   688.5   3.69   11.2
                      75 FTP      3.24   49.5   665.3   3.93   11.8

091  72 MERC MONG 400 COLD TRANS  4.93   68.0   644.0   5.26   11.6
                      COLD STAB   2.79   18.6   672.6   3.38   12.5
  IHC= 120 PPM HEXANE HOT TRANS   3.91   32.5   595.1   6.11   13.5
  ICO[ACT] =  1.3 %CO
  ICO[SPEC]=  0.1 %CO 72 FTP      3.82   42.3   658.9   4.28   12.0
  INOX     =   68 PPM
                      75 FTP      3.54   32.6   645.6   4.51   12.5
  OTHER TESTS:        LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.76   74.2   734.4   4.79   10.2
                      COLD STAB   1.86   13.1   795.2   3.05   10.8
                      HOT TRANS   3.18   36.5   670.6   5.16   12.0
                      72 FTP      3.73   42.4   766.1   3.88   10.5
                      75 FTP      3.02   32.1   748.7   3.99   11.0

092  72 OLDS CUTL 350 COLD TRANS  8.78  141.4   505.7   1.89   11.7
                      COLD STAB   4.97  149.9   446.0   0.80   12.7
  IHC= 325 PPM HEXANE HOT TRANS   5.82   97.7   425.8   1.68   14.8
  ICO[ACT] =  8.8 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      6.79  145.8   474.6   1.32   12.2
  INOX     =   30 PPM
                      75 FTP      5.99  133.9   452.8   1.26   13.0
  OTHER TESTS:        LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.16   75.7   558.2   1.88   12.8
                      COLD STAB   2.75   51.2   583.4   1.05   13.2
                      HOT TRANS   3.74   60.2   481.4   1.73   15.1
                      72 FTP      3.90   63.0   571.3   1.45   13.0
                      75 FTP      3.52   58.7   550.3   1.41   13.6
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                     MPG
VEH                                         -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO      CO2    NOXC   ECON
------------------------------------------------------------------------
093   72 PLYM VALI 225 COLD TRANS 16.27 195.9   302.9   1.72   13.4
                       COLD STAB  14.10 196.5   260.5   0.96   14.5
  IHC= 900 PPM HEXANE  HOT TRANS   9.71 140.0   277.8   2.36   16.8
  ICO[ACT] = 10.0 %CO
  ICO[SPEC]=  0.5 %CO  72 FTP     15.14 196.2   280.8   1.32   13.9
  INOX      =   11 PPM
                       75 FTP     13.35 181.0   273.9   1.50   14.8
  OTHER TESTS:         LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS  6.85 126.2   356.1   2.66   15.4
                       COLD STAB   3.29  57.2   384.5   1.96   18.3
                       HOT TRANS   4.33  77.8   343.1   2.98   18.5
                       72 FTP      4.99  90.2   370.9   2.30   16.8
                       75 FTP      4.30  77.0   367.3   2.39   17.7

094   72 PLYM FURY 360 COLD TRANS 11.82 217.2   510.8   1.88   10.0
                       COLD STAB   9.89 224.0   460.0   1.04   10.5
  IHC= 245 PPM HEXANE  HOT TRANS   7.37 164.4   442.8   1.85   12.3
  ICO[ACT] =  8.5 %CO
  ICO[SPEC]=  0.5 %CO  72 FTP     10.82 220.8   484.3   1.45   10.3
  INOX      =   41 PPM
                       75 FTP      9.60 206.4   465.8   1.44   10.8
  OTHER TESTS:         LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS  7.14 119.8   552.0   2.98   11.6
                       COLD STAB   3.42  33.3   601.7   2.77   13.3
                       HOT TRANS   3.99  56.6   511.0   3.57   14.5
                       72 FTP      5.20  74.7   577.9   2.87   12.5
                       75 FTP      4.34  57.4   566.8   3.03   13.2

095   72 PONT CATA 400 COLD TRANS  8.89 153.7   589.0   2.77   10.3
                       COLD STAB   5.88  92.4   598.7   2.48   11.6
  IHC= 625 PPM HEXANE  HOT TRANS   5.41  68.6   532.9   3.85   13.5
  ICO[ACT] =  4.8 %CO
  ICO[SPEC]=  N/A %CO  72 FTP      7.32 121.7   594.1   2.62   11.0
  INOX      =   60 PPM
                       75 FTP      6.38  98.5   578.8   2.91   11.8
  OTHER TESTS:         LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS  7.79 123.6   625.1   2.75   10.5
                       COLD STAB   4.85  44.8   655.1   2.51   12.0
                       HOT TRANS   5.13  50.2   563.9   3.97   13.5
                       72 FTP      6.26  82.5   640.7   2.63   11.2
                       75 FTP      5.53  62.5   624.1   2.96   12.0
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                    -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST   TYPE    HC     CO     CO2    NOXC   ECON
---------------------------------------------------------------------

096  72 PONT LEMA 350 COLD TRANS   5.50   94.5   568.6   2.23   12.1
                      COLD STAB    4.78   93.2   557.0   1.24   12.3
  IHC= 220 PPM HEXANE HOT TRANS    4.30   71.9   508.3   1.96   14.0
  ICO[ACT] =   4.0 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      5.13   93.8   562.5   1.71   12.2
  INOX      =    72 PPM
                      75 FTP       4.80   87.7   546.1   1.64   12.7
  OTHER TESTS:        LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.45   92.5   576.1   2.29   12.0
                      COLD STAB    3.48   38.7   628.3   1.50   12.7
                      HOT TRANS    4.43   58.1   515.8   2.33   14.3
                      72 FTP       4.42   64.5   603.3   1.88   12.4
                      75 FTP       4.14   55.1   586.9   1.89   12.9

097  72 DATS 510   97 COLD TRANS   4.69   48.9   320.9   2.54   21.5
                      COLD STAB    4.89   35.8   300.9   1.74   23.8
  IHC= 480 PPM HEXANE HOT TRANS    3.67   28.7   273.0   2.62   26.9
  ICO[ACT] =   8.1 %CO
  ICO[SPEC]=   2.0 %CO 72 FTP      4.79   42.1   310.5   2.12   22.7
  INOX      =    65 PPM
                      75 FTP       4.52   36.5   297.4   2.15   24.0
  OTHER TESTS:        LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.19   52.4   308.3   2.12   21.8
                      COLD STAB    4.48   39.5   299.3   1.55   23.6
                      HOT TRANS    4.06   35.8   266.1   2.25   26.5
                      72 FTP       4.82   45.7   303.6   1.82   22.7
                      75 FTP       4.51   41.2   292.1   1.85   23.9

098  72 TOYO CORO 120 COLD TRANS   4.09   40.5   315.4   3.74   22.6
                      COLD STAB    3.70   51.6   309.7   2.02   22.0
  IHC= 320 PPM HEXANE HOT TRANS    3.78   31.1   285.3   3.89   25.6
  ICO[ACT] =   1.0 %CO
  ICO[SPEC]=   3.0 %CO 72 FTP      3.88   46.3   312.5   2.84   22.3
  INOX      =    80 PPM
                      75 FTP       3.80   43.7   304.2   2.89   23.1
  OTHER TESTS:        LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.76   32.1   301.4   3.89   24.4
                      COLD STAB    3.75   49.8   282.7   2.02   23.8
                      HOT TRANS    4.16   27.4   272.7   4.02   27.0
                      72 FTP       3.76   41.3   291.6   2.91   24.1
                      75 FTP       3.86   40.0   283.8   2.95   24.7
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                   MPG
VEH                                   -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO      CO2    NOXC    ECON
-----------------------------------------------------------------------
099  72 VOLK KARM  97 COLD TRANS  4.76   56.8    262.7   2.13    24.2
                      COLD STAB   3.65   45.6    284.2   1.17    24.2
  IHC= 300 PPM HEXANE HOT TRANS   3.26   44.7    243.5   1.74    27.4
  ICO[ACT] =  4.6 $CO
  ICO[SPEC]=  N/A $CO 72 FTP      4.18   51.0    273.9   1.63    24.2
  INOX     =   67 PPM
                      75 FTP      3.77   47.7    268.7   1.52    25.0
  OTHER TESTS:        LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.22   55.2    261.9   1.97    24.3
                      COLD STAB   4.10   56.9    281.2   0.91    23.1
                      HOT TRANS   3.86   54.0    240.4   1.45    26.3
                      72 FTP      4.64   56.1    271.9   1.42    23.7
                      75 FTP      4.26   55.8    266.1   1.27    24.2

100  72 VOLK KOMB 103 COLD TRANS  6.45   59.1    381.5   2.29    17.9
                      COLD STAB   5.06   58.3    433.8   1.46    16.4
  IHC=1520 PPM HEXANE HOT TRANS   4.63   52.2    355.1   2.12    19.6
  ICO[ACT] =  9.7 $CO
  ICO[SPEC]=  3.0 $CO 72 FTP      5.73   58.6    408.7   1.86    17.1
  INOX     =   32 PPM
                      75 FTP      5.23   56.8    401.5   1.81    17.5
  OTHER TESTS:        LO/HI SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  8.01   48.9    373.6   2.54    18.7
                      COLD STAB   6.45   39.4    412.7   1.58    17.9
                      HOT TRANS   5.30   37.1    345.7   2.46    21.1
                      72 FTP      7.20   43.9    394.0   2.04    18.3
                      75 FTP      6.46   40.7    386.4   2.02    18.8

396  72 CHEV KING 350 COLD TRANS  7.59  132.4    586.1   3.86    10.8
                      COLD STAB   5.64  105.4    591.0   2.51    11.5
  IHC= 230 PPM HEXANE HOT TRANS   5.64   93.5    538.7   4.39    12.6
  ICO[ACT] =  7.2 $CO
  ICO[SPEC]=  N/A $CO 72 FTP      6.58  118.3    588.7   3.15    11.2
  INOX     =   36 PPM
                      75 FTP      6.04  107.7    575.7   3.30    11.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  7.09   91.1    618.9   3.94    11.3
                      COLD STAB   4.32   42.9    659.6   2.54    12.0
                      HOT TRANS   5.15   66.8    558.5   4.03    13.1
                      72 FTP      5.64   66.0    640.1   3.21    11.7
                      75 FTP      5.11   59.3    623.6   3.23    12.1
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                 MPG
VEH                                   -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO     CO2    NOXC   ECON
---------------------------------------------------------------------
398  72 CHRY NEWP 400 COLD TRANS  8.41  123.9  582.2   4.34   11.0
                      COLD STAB   5.07   82.5  605.9   2.74   11.8
  IHC= 220 PPM HEXANE HOT TRANS   5.17   75.0  559.8   5.19   12.8
  ICO[ACT] =  4.5 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP      6.67  102.3  594.5   3.51   11.4
  INOX     =   55 PPM
                      75 FTP      5.79   89.0  588.4   3.74   11.9
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  8.94  123.5  615.1   4.14   10.6
                      COLD STAB   3.95   33.2  646.6   2.82   12.5
                      HOT TRANS   4.96   63.5  570.4   4.78   12.9
                      72 FTP      6.34   76.4  631.5   3.45   11.5
                      75 FTP      5.25   60.0  619.3   3.63   12.2

400  72 DODG DART 318 COLD TRANS 12.70  141.4  402.0   1.98   13.4
                      COLD STAB   6.31  106.2  397.0   1.23   15.2
  IHC= 420 PPM HEXANE HOT TRANS   6.34   84.9  376.3   2.21   16.8
  ICO[ACT] =  8.4 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP      9.37  123.0  399.4   1.59   14.3
  INOX     =   30 PPM
                      75 FTP      7.64  107.6  392.4   1.65   15.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS 16.65  137.7  465.0   1.91   12.1
                      COLD STAB  11.85   37.4  499.0   1.39   14.9
                      HOT TRANS  21.92   57.8  413.3   2.08   15.5
                      72 FTP     14.15   85.4  482.8   1.64   13.4
                      75 FTP     15.59   63.6  468.6   1.68   14.4

401  72 FORD PINT 122 COLD TRANS 10.10  108.0  350.6   2.39   16.1
                      COLD STAB   7.62   61.6  333.5   1.74   19.5
  IHC= 820 PPM HEXANE HOT TRANS   6.27   61.0  310.8   2.79   20.8
  ICO[ACT] =  3.1 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      8.81   83.8  341.7   2.05   17.7
  INOX     =   26 PPM
                      75 FTP      7.76   71.0  330.8   2.16   19.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS 10.24  120.1  336.0   2.69   15.9
                      COLD STAB   7.33   58.8  321.1   2.48   20.3
                      HOT TRANS   6.33   61.5  304.4   3.32   21.1
                      72 FTP      8.72   88.1  328.2   2.58   18.0
                      75 FTP      7.66   72.2  319.6   2.75   19.4
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                            MPG
VEH                              -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE   HC    CO    CO2   NOXC  ECON
---------------------------------------------------------------
404  72 FORD LTD  429 COLD TRANS 10.37 144.0  592.4  4.23  10.4
                      COLD STAB   8.38 142.6  533.1  2.82  11.3
  IHC= 430 PPM HEXANE HOT TRANS   7.22 106.9  519.7  4.68  12.5
  ICO[ACT] =  9.4 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      9.33 143.3  561.5  3.50  10.9
  INOX     =   27 PPM
                      75 FTP      8.48 133.2  541.6  3.62  11.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.49  84.0  661.3  3.49  10.9
                      COLD STAB   3.35  20.1  665.4  2.92  12.5
                      HOT TRANS   4.55  60.1  577.9  4.19  12.9
                      72 FTP      4.37  50.7  663.4  3.19  11.7
                      75 FTP      4.12  44.1  640.7  3.38  12.3

410  72 PLYM VALI 318 COLD TRANS  8.01  86.6  427.8  3.21  15.1
                      COLD STAB   5.74  97.0  386.0  1.79  15.9
  IHC= 600 PPM HEXANE HOT TRANS   5.93  69.9  377.6  3.47  17.5
  ICO[ACT] =  9.8 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP      6.82  92.0  406.0  2.47  15.5
  INOX     =   34 PPM
                      75 FTP      6.26  87.4  392.3  2.54  16.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  6.58  73.8  457.6  2.04  14.9
                      COLD STAB   3.39  37.6  484.0  1.59  16.0
                      HOT TRANS   4.10  49.1  422.3  2.54  17.3
                      72 FTP      4.92  54.9  471.3  1.81  15.5
                      75 FTP      4.24  48.2  461.7  1.94  16.1

865  72 AMMO GREM 232 COLD TRANS  9.60 142.0  302.7  0.86  16.0
                      COLD STAB   7.56  96.7  338.0  0.95  17.3
  IHC= 480 PPM HEXANE HOT TRANS   5.93  78.0  293.6  1.87  20.4
  ICO[ACT] =  4.2 %CO
  ICO[SPEC]=  1.5 %CO 72 FTP      8.54 118.3  321.1  0.91  16.6
  INOX     =   60 PPM
                      75 FTP      7.54 100.9  318.6  1.18  17.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS 10.73 152.8  306.1  0.83  15.3
                      COLD STAB   7.24 114.2  334.6  0.84  16.5
                      HOT TRANS   5.81  83.4  301.7  1.97  19.7
                      72 FTP      8.91 132.7  321.0  0.84  15.9
                      75 FTP      7.57 113.7  319.8  1.15  17.0
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                   MPG
VEH                                   -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC     CO      CO2    NOXC    ECON
----------------------------------------------------------------------
874  72 CHEV VEGA 140 COLD TRANS   4.63   81.3   267.5   1.34    21.7
                      COLD STAB    3.10   63.0   280.6   1.25    22.8
   IHC= 450 PPM HEXANE HOT TRANS   3.37   63.7   228.0   1.41    26.2
   ICO[ACT] =   9.2 %CO
   ICO[SPEC]=   N/A %CO 72 FTP     3.83   71.8   274.3   1.29    22.2
   INOX     =    55 PPM
                      75 FTP       3.49   67.0   263.5   1.31    23.4
   OTHER TESTS:       SC/3M MTCE EFF
  AFTER MAINTENANCE   COLD TRANS   4.44   67.5   265.0   1.73    23.0
                      COLD STAB    2.51   30.1   294.3   1.38    25.4
                      HOT TRANS    2.40   40.7   235.2   1.77    28.9
                      72 FTP       3.43   48.0   280.3   1.55    24.2
                      75 FTP       2.88   40.7   272.2   1.56    25.7

877  72 CHEV NOVA 307 COLD TRANS   7.45  102.4   482.3   3.09    13.3
                      COLD STAB    5.45   72.9   461.4   2.44    15.0
   IHC= 425 PPM HEXANE HOT TRANS   6.33   76.5   422.5   3.87    15.8
   ICO[ACT] =   6.5 %CO
   ICO[SPEC]=   N/A %CO 72 FTP     6.40   87.0   471.4   2.75    14.1
   INOX     =    50 PPM
                      75 FTP       6.10   79.9   455.1   2.96    14.8
   OTHER TESTS:       SC/3M MTCE EFF
  AFTER MAINTENANCE   COLD TRANS   6.35   90.1   517.9   2.29    13.1
                      COLD STAB    4.18   36.3   552.2   1.92    14.3
                      HOT TRANS    4.36   59.2   458.4   2.60    15.7
                      72 FTP       5.22   62.0   535.8   2.10    13.7
                      75 FTP       4.68   53.6   519.6   2.18    14.3

883  72 CHEV MALI 307 COLD TRANS   6.48  108.6   442.9   1.60    14.0
                      COLD STAB    7.51  114.5   396.9   1.09    14.8
   IHC= 860 PPM HEXANE HOT TRANS   6.90  110.9   363.8   1.32    15.8
   ICO[ACT] =  10.0 %CO
   ICO[SPEC]=   N/A %CO 72 FTP     7.01  111.7   418.9   1.33    14.4
   INOX     =    20 PPM
                      75 FTP       7.13  112.3   397.3   1.26    14.9
   OTHER TESTS:       SC/3M MTCE EFF
  AFTER MAINTENANCE   COLD TRANS   5.02   72.7   475.8   1.86    14.6
                      COLD STAB    3.68   43.9   489.0   1.31    15.6
                      HOT TRANS    4.25   78.7   396.7   1.47    16.6
                      72 FTP       4.32   57.7   482.7   1.57    15.1
                      75 FTP       4.11   59.3   461.1   1.47    15.6
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                    MPG
VEH                                    -----GRAMS PER MILE-----    FUEL
NO.   YR MAKE MODL CID TEST    TYPE     HC     CO     CO2    NOXC  ECON
-----------------------------------------------------------------------
885   72 CHEV CHEL 350 COLD TRANS     6.96   94.0   500.6   3.73   13.2
                       COLD STAB      4.68   89.8   488.4   1.76   13.8
  IHC= 560 PPM HEXANE  HOT TRANS      7.33   60.8   451.6   3.75   15.6
  ICO[ACT] = 10.0 %CO
  ICO[SPEC]=  N/A %CO  72 FTP         5.77   91.8   494.3   2.70   13.5
  INOX     =   30 PPM
                       75 FTP         5.87   82.8   480.9   2.71   14.1
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS     5.71   88.3   545.3   3.08   12.6
                       COLD STAB      3.00   40.3   577.0   1.90   13.7
                       HOT TRANS      3.47   44.9   490.2   3.43   15.5
                       72 FTP         4.29   63.3   561.8   2.47   13.2
                       75 FTP         3.68   51.4   546.8   2.56   13.9

886   72 CHEV MONT 350 COLD TRANS     6.63  125.9   550.2   1.50   11.5
                       COLD STAB      4.91  108.1   556.7   1.27   12.0
  IHC= 400 PPM HEXANE  HOT TRANS      4.82   98.8   482.5   1.70   13.6
  ICO[ACT] = 10.0 %CO
  ICO[SPEC]=  N/A %CO  72 FTP         5.73  116.7   553.6   1.38   11.8
  INOX     =   30 PPM
                       75 FTP         5.24  109.3   535.1   1.44   12.3
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS     5.84   58.4   563.4   2.75   13.2
                       COLD STAB      3.53   26.1   597.0   1.96   13.7
                       HOT TRANS      4.04   44.6   498.7   2.80   15.3
                       72 FTP         4.63   41.6   580.9   2.34   13.4
                       75 FTP         4.14   37.8   563.2   2.35   14.0

887   72 CHEV NOVA 350 COLD TRANS     7.39  104.0   544.6   2.68   12.1
                       COLD STAB      7.32  149.7   488.6   0.98   11.9
  IHC= 440 PPM HEXANE  HOT TRANS      7.24   81.7   446.1   2.56   14.9
  ICO[ACT] =  9.4 %CO
  ICO[SPEC]=  N/A %CO  72 FTP         7.35  127.8   515.4   1.79   12.0
  INOX     =   35 PPM
                       75 FTP         7.31  121.7   488.5   1.76   12.6
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS     6.33   94.1   547.1   2.30   12.4
                       COLD STAB      3.92   47.9   592.4   1.37   13.1
                       HOT TRANS      4.15   52.5   492.5   2.49   15.1
                       72 FTP         5.07   70.0   570.7   1.81   12.7
                       75 FTP         4.48   58.7   555.8   1.87   13.4
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                        MPG
VEH                                      -----GRAMS PER MILE-----      FUEL
NO.   YR MAKE MODL CID TEST  TYPE     HC     CO      CO2     NOXC      ECON
---------------------------------------------------------------------------
889   72 CHEV MONT 350 COLD TRANS   6.36  101.3    524.0     4.63      12.6
                       COLD STAB    5.30  122.0    505.5     1.72      12.4
  IHC= 270 PPM HEXANE  HOT TRANS    5.05   79.4    477.1     4.33      14.4
  ICO[ACT] =   6.5 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       5.81  112.1    514.3     3.11      12.5
  INOX     =    48 PPM
                       75 FTP       5.45  106.1    501.5     3.03      12.9
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS   4.67   90.2    569.5     2.71      12.2
                       COLD STAB    3.05   43.7    606.1     1.51      13.0
                       HOT TRANS    3.84   42.4    516.8     2.50      14.9
                       72 FTP       3.82   66.0    588.6     2.09      12.6
                       75 FTP       3.60   52.9    574.2     2.03      13.3

890   72 CHEV NOVA 350 COLD TRANS  14.98   32.4    597.6     4.48      12.8
                       COLD STAB   16.52   51.6    616.3     2.04      11.8
  IHC=1840 PPM HEXANE  HOT TRANS    9.59   36.2    504.6     4.34      15.0
  ICO[ACT] =   2.8 %CO
  ICO[SPEC]=   N/A %CO 72 FTP      15.78   42.4    607.4     3.21      12.3
  INOX     =    40 PPM
                       75 FTP      14.31   43.5    582.0     3.17      12.8
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS  11.84   80.9    641.9     3.02      11.0
                       COLD STAB   15.41   94.1    659.7     1.44      10.4
                       HOT TRANS    9.05   72.2    546.5     2.76      12.9
                       72 FTP      13.70   87.8    651.2     2.19      10.7
                       75 FTP      12.94   85.4    625.2     2.12      11.1

891   72 CHEV MONT 400 COLD TRANS   5.57   81.0    538.9     2.29      13.0
                       COLD STAB    6.59   99.9    568.1     1.05      11.9
  IHC=1020 PPM HEXANE  HOT TRANS    5.76   65.8    477.1     2.64      14.8
  ICO[ACT] =   7.5 %CO
  ICO[SPEC]=   N/A %CO 72 FTP       6.10   90.9    554.1     1.64      12.4
  INOX     =    18 PPM
                       75 FTP       6.16   86.7    537.2     1.74      12.8
  OTHER TESTS:         SC/3M MTCE EFF
 AFTER MAINTENANCE     COLD TRANS  10.32  222.8    535.0     0.73       9.7
                       COLD STAB    4.63   67.8    680.5     0.84      11.1
                       HOT TRANS    3.89   60.9    532.8     1.77      13.9
                       72 FTP       7.35  142.0    610.8     0.78      10.4
                       75 FTP       5.60   97.8    610.2     1.07      11.4
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APPENDIX C CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                    -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC    CO     CO2    NOXC   ECON
-------------------------------------------------------------------
894  72 CHRY NEWP 400 COLD TRANS 10.14 185.4   536.8   2.33   10.3
                      COLD STAB   5.84 148.4   525.7   1.04   11.4
  IHC= 250 PPM HEXANE HOT TRANS   6.19 129.1   489.5   2.81   12.5
  ICO[ACT] =  5.6 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP      7.90 166.1   531.0   1.66   10.9
  INOX     =   43 PPM
                      75 FTP      6.82 150.7   518.1   1.79   11.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS 10.88 201.4   546.6   1.93    9.9
                      COLD STAB   7.04 176.2   560.5   0.91   10.3
                      HOT TRANS   6.95 147.4   499.9   2.16   11.8
                      72 FTP      8.88 188.3   553.8   1.40   10.1
                      75 FTP      7.80 173.5   541.1   1.46   10.6

895  72 DODG DART 225 COLD TRANS 10.66 141.6   301.8   1.68   15.9
                      COLD STAB   4.52 102.4   292.3   1.34   19.0
  IHC= 340 PPM HEXANE HOT TRANS   4.63  95.0   293.5   2.24   19.4
  ICO[ACT] =  7.7 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP      7.46 121.2   296.9   1.50   17.4
  INOX     =   58 PPM
                      75 FTP      5.82 108.5   294.6   1.65   18.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  6.25 108.4   327.2   1.90   17.2
                      COLD STAB   3.13  44.8   344.9   2.06   20.9
                      HOT TRANS   3.61  64.5   315.8   2.62   20.7
                      72 FTP      4.62  75.3   336.4   1.98   18.9
                      75 FTP      3.90  63.3   333.3   2.18   19.9

897  72 DODG DART 318 COLD TRANS  9.05 130.9   449.7   2.56   13.0
                      COLD STAB   9.32 151.2   421.7   1.71   12.9
  IHC= 315 PPM HEXANE HOT TRANS   7.03  93.7   409.4   3.24   15.3
  ICO[ACT] =  1.6 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP      9.19 141.5   435.1   2.12   12.9
  INOX     =   22 PPM
                      75 FTP      8.64 131.4   424.1   2.30   13.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  6.16  87.3   510.4   2.37   13.3
                      COLD STAB   3.72  32.9   550.9   1.83   14.4
                      HOT TRANS   4.18  43.8   475.1   2.86   15.9
                      72 FTP      4.89  58.9   531.5   2.09   13.9
                      75 FTP      4.34  47.1   521.9   2.22   14.6
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APPENDIX C,CONT´D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR MAKE MODL CID	TEST TYPE	GRAMS PER MILE HC	CO	CO2	NOXC	MPG FUEL ECON
898	72 DODG POLA 360	COLD TRANS	13.87	229.5	469.4	1.70	10.2
		COLD STAB	15.68	190.5	441.9	1.32	11.2
	IHC=1540 PPM HEXANE	HOT TRANS	11.71	142.4	415.5	2.22	13.1
	ICO[ACT] = 10.0 %CO						
	ICO[SPEC]= N/A %CO	72 FTP	14.82	209.2	455.1	1.50	10.7
	INOX = 13 PPM						
		75 FTP	14.23	185.4	440.4	1.64	11.4
	OTHER TESTS:	SC/3M MTCE EFF					
	AFTER MAINTENANCE	COLD TRANS	9.04	195.9	570.8	1.44	9.8
		COLD STAB	4.09	70.5	626.9	1.32	11.8
		HOT TRANS	5.56	131.7	513.9	1.61	12.0
		72 FTP	6.46	130.5	600.0	1.38	10.7
		75 FTP	5.51	113.0	584.5	1.43	11.4
899	72 FORD PINT 122	COLD TRANS	5.29	86.9	297.2	2.70	19.7
		COLD STAB	4.47	58.9	294.9	3.22	22.1
	IHC= 330 PPM HEXANE	HOT TRANS	4.03	47.9	280.3	3.87	24.1
	ICO[ACT] = 7.6 %CO						
	ICO[SPEC]= 1.2 %CO	72 FTP	4.86	72.3	296.0	2.97	20.9
	INOX = 67 PPM						
		75 FTP	4.52	61.6	291.4	3.29	22.0
	OTHER TESTS:	SC/3M MTCE EFF					
	AFTER MAINTENANCE	COLD TRANS	5.09	78.4	315.1	2.62	19.5
		COLD STAB	3.54	30.6	321.5	2.74	23.3
		HOT TRANS	3.74	34.0	299.6	3.66	24.3
		72 FTP	4.28	53.5	318.4	2.68	21.3
		75 FTP	3.92	41.4	314.2	2.97	22.7
900	72 FORD PINT 98	COLD TRANS	6.12	90.0	259.7	1.51	21.1
		COLD STAB	4.71	33.1	308.9	2.26	23.6
	IHC=1340 PPM HEXANE	HOT TRANS	4.81	59.5	255.7	1.97	24.3
	ICO[ACT] = 1.5 %CO						
	ICO[SPEC]= N/A %CO	72 FTP	5.39	60.3	285.4	1.90	22.3
	INOX = 103 PPM						
		75 FTP	5.03	52.0	284.3	2.03	23.2
	OTHER TESTS	SC/3M MTCE EFF					
	AFTER MAINTENANCE	COLD TRANS	7.12	110.5	256.8	1.55	19.6
		COLD STAB	4.51	38.7	308.9	2.73	23.1
		HOT TRANS	4.97	66.3	252.8	2.18	23.8
		72 FTP	5.76	73.1	284.0	2.16	21.3
		75 FTP	5.17	61.0	282.9	2.34	22.5

APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                MPG
VEH                                    -----GRAMS PER MILE-----  FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO    CO2    NOXC   ECON
---------------------------------------------------------------------
901  72 FORD PINT  98 COLD TRANS   5.80   92.9  239.6   1.86   22.0
                      COLD STAB    4.97   58.5  256.6   1.92   24.4
  IHC= 450 PPM HEXANE HOT TRANS    4.67   70.2  225.5   2.20   25.3
  ICO[ACT] =  9.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       5.37   75.0  248.4   1.89   23.2
  INOX     =   48 PPM
                      75 FTP       5.06   68.8  244.6   1.99   24.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.43   84.1  251.6   2.22   22.1
                      COLD STAB    4.07   35.7  287.5   2.64   24.9
                      HOT TRANS    3.84   52.7  242.4   2.53   26.3
                      72 FTP       4.72   58.9  270.3   2.44   23.5
                      75 FTP       4.29   50.3  267.8   2.52   24.6

902  72 FORD MAVE 200 COLD TRANS   7.46  119.9  327.6   0.73   16.4
                      COLD STAB    4.40  153.0  395.0   0.45   13.7
  IHC= 130 PPM HEXANE HOT TRANS    4.62  104.7  293.7   0.61   18.8
  ICO[ACT] =  1.7 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       5.87  137.2  362.8   0.58   14.9
  INOX     =   60 PPM
                      75 FTP       5.09  133.0  353.5   0.55   15.3
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   6.22  102.7  316.7   0.98   17.8
                      COLD STAB    3.56   97.6  385.4   0.52   16.1
                      HOT TRANS    3.58   63.2  293.5   0.96   22.0
                      72 FTP       4.83  100.1  352.5   0.74   16.9
                      75 FTP       4.11   89.3  346.2   0.73   17.8

903  72 FORD MUST 351 COLD TRANS  14.62  202.3  613.8   2.64    9.1
                      COLD STAB    4.64   52.1  636.8   2.15   12.1
  IHC= 940 PPM HEXANE HOT TRANS    4.88   40.9  579.3   4.40   13.5
  ICO[ACT] =  1.1 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       9.42  124.0  625.8   2.38   10.4
  INOX     =   43 PPM
                      75 FTP       6.76   80.0  616.4   2.86   11.6
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  29.93  243.8  730.8   2.00    7.3
                      COLD STAB    3.10   47.3  846.5   1.49    9.5
                      HOT TRANS    4.65   50.0  684.1   2.63   11.4
                      72 FTP      15.94  141.4  791.1   1.73    8.3
                      75 FTP       9.04   88.5  778.4   1.91    9.4
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                   -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE     HC     CO     CO2    NOXC   ECON
-----------------------------------------------------------------------
904  72 FORD MAVE 302 COLD TRANS   8.29   52.9   474.7   5.61   15.2
                      COLD STAB    8.77   39.0   460.5   2.93   16.1
  IHC=2000 PPM HEXANE HOT TRANS    7.36   40.0   430.2   5.29   17.2
  ICO[ACT] =  0.9 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       8.54   45.6   467.3   4.21   15.7
  INOX     =  156 PPM
                      75 FTP       8.29   42.1   455.1   4.13   16.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.48   57.9   446.5   2.89   16.0
                      COLD STAB    4.38   51.6   443.7   1.20   16.5
                      HOT TRANS    4.81   41.9   444.5   3.05   16.9
                      72 FTP       4.91   54.6   445.1   2.01   16.2
                      75 FTP       4.73   50.2   444.5   2.05   16.5

906  72 FORD MAVE 250 COLD TRANS   5.86   76.7   393.0   5.29   16.7
                      COLD STAB    7.15  104.4   339.3   2.89   16.9
  IHC=1060 PPM HEXANE HOT TRANS    6.21   69.8   337.1   4.49   19.0
  ICO[ACT] = 10.0 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       6.53   91.1   365.0   4.04   16.8
  INOX     =   20 PPM
                      75 FTP       6.63   89.2   349.7   3.82   17.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   4.00   47.1   421.4   5.99   17.5
                      COLD STAB    3.25   27.5   420.1   3.83   18.7
                      HOT TRANS    4.18   40.6   369.1   5.08   19.9
                      72 FTP       3.61   36.9   420.7   4.86   18.1
                      75 FTP       3.66   35.1   406.5   4.62   18.8

907  72 FORD GALA 400 COLD TRANS   7.10  128.3   560.3   3.71   11.3
                      COLD STAB    5.90  100.3   542.8   2.75   12.3
  IHC= 300 PPM HEXANE HOT TRANS    4.98   81.8   500.8   4.38   13.8
  ICO[ACT] =  7.8 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       6.48  113.7   551.2   3.21   11.8
  INOX     =   35 PPM
                      75 FTP       5.90  101.0   534.9   3.39   12.5
  OTHER TESTS·        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.51  115.4   626.4   2.75   10.8
                      COLD STAB    3.48   52.6   643.0   2.44   12.0
                      HOT TRANS    4.29   66.7   554.0   3.48   13.2
                      72 FTP       4.45   82.7   635.1   2.59   11.4
                      75 FTP       4.12   69.4   615.3   2.79   12.0
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APPENDIX C,CONT´D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                   MPG
VEH                                     -----GRAMS PER MILE-----   FUEL
NO.  YR MAKE MODL CID TEST  TYPE    HC      CO     CO2    NOXC    ECON
----------------------------------------------------------------------
909  72 FORD LTD  429 COLD TRANS  7.22  123.6   658.3    4.07    10.1
                      COLD STAB   3.21   28.3   678.7    3.17    12.1
  IHC= 100 PPM HEXANE HOT TRANS   4.61   69.0   587.9    4.91    12.5
  ICO[ACT] =  1.7 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      5.13   73.9   668.9    3.60    11.1
  INOX     =   24 PPM
                      75 FTP      4.42   59.0   649.7    3.83    11.7
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.98  117.3   650.8    3.62    10.4
                      COLD STAB   2.58   29.4   703.0    2.94    11.7
                      HOT TRANS   3.44   67.7   585.5    4.26    12.6
                      72 FTP      3.73   71.5   678.0    3.26    11.1
                      75 FTP      3.31   58.0   660.2    3.44    11.7

911  72 FORD GALA 400 COLD TRANS  5.00   72.6   696.8    3.02    10.7
                      COLD STAB   4.44   76.2   596.8    1.86    12.1
  IHC= 390 PPM HEXANE HOT TRANS   4.65   54.3   586.2    3.10    12.9
  ICO[ACT] =  8.2 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      4.71   74.5   644.7    2.42    11.4
  INOX     =   39 PPM
                      75 FTP      4.61   69.5   614.5    2.44    12.0
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  5.92   68.0   663.1    5.26    11.3
                      COLD STAB   3.41   38.2   609.8    3.36    13.0
                      HOT TRANS   4.02   33.2   547.4    5.91    14.5
                      72 FTP      4.61   52.5   635.3    4.27    12.1
                      75 FTP      4.09   43.0   603.7    4.45    13.0

912  72 MERC COME 250 COLD TRANS  5.07   85.0   415.4    4.72    15.7
                      COLD STAB   4.56   85.3   415.1    2.64    15.7
  IHC= 320 PPM HEXANE HOT TRANS   4.61   59.9   391.7    4.63    17.7
  ICO[ACT] =  5.9 %CO
  ICO[SPEC]=  N/A %CO 72 FTP      4.80   85.1   415.2    3.63    15.7
  INOX     =   69 PPM
                      75 FTP      4.68   78.3   408.8    3.61    16.2
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS  4.43   64.8   434.5    5.30    16.1
                      COLD STAB   3.73   39.6   442.1    3.07    17.2
                      HOT TRANS   4.28   41.1   393.1    4.79    18.8
                      72 FTP      4.07   51.7   438.5    4.14    16.7
                      75 FTP      4.03   45.2   427.2    4.00    17.4
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APPENDIX C,CONT´D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                     MPG
VEH                                    -----GRAMS PER MILE-----     FUEL
NO.  YR MAKE MODL CID TEST   TYPE    HC     CO     CO2    NOXC     ECON
-------------------------------------------------------------------------
919  72 PLYM VALI 198 COLD TRANS   9.17   99.4   326.9   2.83    17.3
                      COLD STAB    8.88   99.1   304.0   1.82    18.2
  IHC= 410 PPM HEXANE HOT TRANS    6.88   85.4   288.7   2.90    20.0
  ICO[ACT] =  8.8 %CO
  ICO[SPEC]=  0.5 %CO 72 FTP       9.02   99.3   315.0   2.30    17.8
  INOX     =   46 PPM
                      75 FTP       8.40   95.4   304.5   2.32    18.4
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   5.41   68.9   346.2   3.33    18.8
                      COLD STAB    3.83   33.0   360.4   2.80    20.9
                      HOT TRANS    4.55   58.4   312.5   3.23    21.2
                      72 FTP       4.59   50.2   353.6   3.05    19.9
                      75 FTP       4.35   47.3   344.4   3.02    20.5

925  72 PONT LEMA 350 COLD TRANS   8.06  130.2   541.2   2.56    11.5
                      COLD STAB    6.08  119.3   531.7   1.28    12.0
  IHC= 420 PPM HEXANE HOT TRANS    5.65   80.4   474.8   3.03    14.3
  ICO[ACT] =  7.8 %CO
  ICO[SPEC]=  N/A %CO 72 FTP       7.03  124.5   536.2   1.89    11.8
  INOX     =   48 PPM
                      75 FTP       6.37  110.9   518.1   2.02    12.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   8.27  121.9   576.1   2.20    11.2
                      COLD STAB    3.98   61.0   617.1   1.22    12.2
                      HOT TRANS    4.34   57.3   523.1   2.44    14.2
                      72 FTP       6.03   90.1   597.5   1.69    11.7
                      75 FTP       4.96   72.5   583.0   1.76    12.5

929  72 DATS B110  72 COLD TRANS   4.74   54.3   257.9   2.55    24.8
                      COLD STAB    3.53   44.7   257.5   1.89    26.2
  IHC= 430 PPM HEXANE HOT TRANS    4.16   38.0   237.2   2.83    28.6
  ICO[ACT] =  6.2 %CO
  ICO[SPEC]=  2.0 %CO 72 FTP       4.11   49.3   257.7   2.21    25.5
  INOX     =   40 PPM
                      75 FTP       3.95   44.8   252.1   2.28    26.5
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS   3.02   26.7   251.0   2.35    29.3
                      COLD STAB    2.39   22.6   257.6   1.22    29.5
                      HOT TRANS    3.27   19.6   227.0   2.34    33.1
                      72 FTP       2.69   24.5   254.4   1.76    29.4
                      75 FTP       2.76   22.6   247.9   1.76    30.4
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APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
930	72	DATS	510	97	COLD TRANS	4.45	35.1	298.6	3.17	24.1
					COLD STAB	4.16	34.7	285.9	1.89	25.1
IHC= 600 PPM HEXANE					HOT TRANS	3.39	22.7	260.1	3.13	29.0
ICO[ACT] = 7.4 $CO										
ICO[SPEC]= 2.0 $CO					72 FTP	4.30	34.9	292.0	2.50	24.6
INOX = 35 PPM										
					75 FTP	4.01	31.5	281.5	2.49	25.8
OTHER TESTS:					SC/3M MTCE EFF					
AFTER MAINTENANCE					COLD TRANS	4.22	34.7	294.6	4.53	24.5
					COLD STAB	4.34	35.6	268.8	2.77	26.2
					HOT TRANS	3.50	27.0	262.6	4.32	28.1
					72 FTP	4.29	35.2	281.2	3.61	25.4
					75 FTP	4.09	33.1	272.4	3.56	26.3
931	72	OPEL	1900	116	COLD TRANS	4.05	59.4	381.8	5.45	18.2
					COLD STAB	3.11	40.4	344.3	2.89	21.3
IHC= 200 PPM HEXANE					HOT TRANS	3.08	23.3	348.2	5.72	22.5
ICO[ACT] = 3.4 $CO										
ICO[SPEC]= N/A $CO					72 FTP	3.56	49.5	362.2	4.11	19.7
INOX = 72 PPM										
					75 FTP	3.30	39.6	353.1	4.19	20.8
OTHER TESTS:					SC/3M MTCE EFF					
AFTER MAINTENANCE					COLD TRANS	4.98	48.7	399.0	5.44	18.1
					COLD STAB	4.03	23.6	372.4	2.81	21.0
					HOT TRANS	3.00	10.0	373.5	3.51	22.3
					72 FTP	4.48	35.6	385.2	4.07	19.5
					75 FTP	3.94	25.1	378.2	3.54	20.6
932	72	TOYO	CORO	71	COLD TRANS	5.46	71.4	271.2	1.55	22.1
					COLD STAB	4.54	65.4	302.6	1.03	21.1
IHC= 960 PPM HEXANE					HOT TRANS	4.66	64.4	255.9	1.44	23.9
ICO[ACT] = 10.0 $CO										
ICO[SPEC]= 3.0 $CO					72 FTP	4.98	68.3	287.6	1.28	21.6
INOX = 35 PPM										
					75 FTP	4.76	66.4	283.4	1.25	22.0
OTHER TESTS:					SC/3M MTCE EFF					
AFTER MAINTENANCE					COLD TRANS	4.55	48.2	267.5	1.94	24.8
					COLD STAB	12.14	54.1	323.1	1.27	19.9
					HOT TRANS	4.56	39.6	257.2	1.77	26.6
					72 FTP	8.51	51.3	296.5	1.59	22.0
					75 FTP	8.51	48.9	293.7	1.54	22.3

APPENDIX C,CONT'D

LISTING OF FEDERAL TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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                                                                  MPG
VEH                                  -----GRAMS PER MILE-----    FUEL
NO.  YR MAKE MODL CID TEST   TYPE     HC     CO     CO2   NOXC   ECON
------------------------------------------------------------------------
933  72 TOYO STAW  97 COLD TRANS    5.95   82.8   290.0   2.42   20.2
                      COLD STAB     4.32   74.3   250.0   0.98   23.3
  IHC= 580 PPM HEXANE HOT TRANS     3.97   63.6   255.3   2.25   24.1
  ICO[ACT] =  8.0 %CO
  ICO[SPEC]=  3.0 %CO 72 FTP        5.10   78.4   269.1   1.67   21.7
  INOX     =   40 PPM
                      75 FTP        4.56   73.1   259.7   1.62   22.8
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    4.78   87.1   323.8   2.06   18.7
                      COLD STAB     3.70   75.2   299.1   0.73   20.7
                      HOT TRANS     3.39   68.5   283.6   1.90   22.1
                      72 FTP        4.22   80.9   311.0   1.36   19.7
                      75 FTP        3.84   75.8   300.0   1.32   20.6

935  72 VOLK CONV  97 COLD TRANS    8.93   80.8   332.4   2.05   18.2
                      COLD STAB     6.44   98.5   341.3   0.95   17.2
  IHC= 380 PPM HEXANE HOT TRANS     5.94   75.0   302.8   1.44   20.2
  ICO[ACT] =  9.2 %CO
  ICO[SPEC]=  3.0 %CO 72 FTP        7.63   90.0   337.1   1.48   17.7
  INOX     =   55 PPM
                      75 FTP        6.81   88.5   329.0   1.31   18.1
  OTHER TESTS:        SC/3M MTCE EFF
 AFTER MAINTENANCE    COLD TRANS    7.90   58.2   312.5   2.19   20.7
                      COLD STAB     7.98   95.5   299.3   0.85   18.7
                      HOT TRANS     5.53   57.7   283.7   1.81   22.6
                      72 FTP        7.94   77.6   305.6   1.49   19.6
                      75 FTP        7.30   77.5   297.8   1.39   20.0
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APPENDIX D - LISTING OF HIGHWAY FUEL ECONOMY AND EMISSION RESULTS ON INDIVIDUAL VEHICLES

Legend

VEHICLE - Vehicle Number

YEAR - Model Year

MAKE - Vehicle Make

MODEL - Vehicle Model

CID - Engine Displacement in Cubic Inches

HC - Hydrocarbon Emissions in grams per mile

CO - Carbon Monoxide Emissions in grams per mile

CO2 - Carbon Dioxide Emissions in grams per mile

NOXC - Oxides of Nitrogen Emissions corrected for humidity in grams per mile

MPG - Fuel Economy in miles per gallon, Calcaulated Using the Carbon Balance Method

APPENDIX D

LISTING OF HIGHWAY FUEL ECONOMY AND EMISSION RESULTS OF INDIVIDUAL VEHICLES

DENVER

VEHICLE	YEAR	MAKE	MODEL	CID	-----GRAMS PER MILE-----				MPG FUEL ECON
					HC	CO	CO2	NOXC	
001	75	CHEV	TRUC	350	0.75	18.9	417.7	1.66	19.7
002	75	CHEV	TRUC	350	1.18	42.2	444.5	2.91	17.2
003	75	CHEV	TRUC	350	0.51	13.4	495.8	1.16	17.1
004	75	CHEV	TRUC	350	0.22	2.1	549.9	4.58	16.0
005	75	DODG	TRUC	318	0.52	7.3	503.9	2.92	17.2
006	75	FORD	TRUC	302	0.44	25.7	475.2	0.87	17.2
007	75	FORD	TRUC	302	0.16	2.0	410.8	0.89	21.4
008	75	FORD	TRUC	351	1.19	24.1	447.0	3.54	18.2
009	75	FORD	TRUC	351	1.43	21.2	442.1	3.97	18.5
010	75	GMC	TRUC	350	0.19	0.4	510.7	1.72	17.3
011	75	AMMO	HORN	258	1.09	8.3	324.9	2.76	26.0
012	75	BUIC	CNTY	350	0.58	24.9	409.6	1.16	19.7
013	75	BUIC	RIVI	455	0.76	24.4	515.1	1.38	16.0
014	75	BUIC	REGA	350	1.47	41.0	428.0	1.28	17.9
015	75	CADI	ELDO	500	4.98	167.1	471.1	0.91	11.8
016	75	CHEV	VEGA	140	0.46	13.3	239.9	2.08	33.8
017	75	CHEV	NOVA	250	0.12	3.2	396.4	2.34	22.1
018	75	CHEV	MONT	350	0.44	20.4	425.3	2.00	19.3
019	75	CHEV	CAPR	350	1.50	38.0	433.0	1.55	17.8
020	75	CHEV	IMPA	350	1.18	52.8	426.5	1.93	17.3
021	75	CHEV	STAW	400	0.43	16.8	652.4	1.77	13.0
022	75	CHRY	NEWP	400	0.28	21.0	550.6	2.57	15.2
023	75	DODG	CORO	318	0.30	3.7	461.1	3.30	19.0
024	75	DODG	DART	225	1.96	48.9	298.4	2.09	23.3
025	75	FORD	MUST	140	0.17	5.9	329.8	1.25	26.1
026	75	FORD	TORI	351	0.44	14.7	499.3	2.04	16.9
027	75	FORD	GRAN	250	0.14	1.8	454.0	1.01	19.4
028	75	FORD	LTD	351	2.04	55.2	435.3	2.86	16.8
029	75	FORD	LTD	400	0.31	23.4	535.2	1.25	15.5
030	75	MERC	MARQ	400	1.91	55.6	503.6	2.05	14.9
031	75	MERC	MONG	351	0.82	38.1	467.3	2.10	16.8
032	75	OLDS	DELT	350	1.83	57.5	413.2	1.31	17.4
033	75	OLDS	CUTL	350	1.92	56.3	390.1	0.98	18.3
034	75	OLDS	DELT	455	0.50	11.8	451.6	1.30	18.8
035	75	PLYM	FURY	318	0.93	19.7	399.4	2.24	20.5
036	75	PLYM	DUST	225	1.27	23.9	289.5	1.64	26.8

APPENDIX D,CONT'D

LISTING OF HIGHWAY FUEL ECONOMY AND EMISSION RESULTS OF INDIVIDUAL VEHICLES
DENVER

					GRAMS PER MILE				MPG FUEL
VEHICLE	YEAR	MAKE	MODEL	CID	HC	CO	CO2	NOXC	ECON
037	75	PONT	CATA	400	0.20	4.1	467.6	4.30	18.7
038	75	PONT	LEMA	350	0.75	23.6	439.5	1.28	18.5
039	75	PONT	GRNV	455	0.32	13.0	510.1	1.70	16.7
040	76	CAPR	SEDA	140	1.72	57.2	233.8	0.66	27.0
041	75	DATS	B210	85	1.14	19.5	234.4	3.00	33.0
042	75	HOND	SEDA	91	1.05	35.8	195.1	1.74	34.9
043	75	TOYO	CORO	133	0.93	15.4	278.8	5.11	29.0
044	75	VOLK	SEDA	97	1.73	20.6	213.5	3.01	35.3
045	75	VOLK	STAW	90	0.32	4.2	325.6	1.61	26.6

APPENDIX E - LISTING OF MODAL RESULTS ON INDIVIDUAL VEHICLES

Legend

VEH - Vehicle Number

YEAR - Model Year

MAKE - Vehicle Make

MODL - Vehicle Model

CID - Engine Displacement in Cubic Inches

MODE NO. - Lists the Individual Modes of the Test
- 1 through 32 - Modes of the Surveillance Driving Sequence (SDS), listed on the following page
- BAG ACT. - Results of the entire SDS as measured using the CVS
- BAG CALC.- Results of entire SDS obtained by combining individual modes
  - 33 - Idle Mode
  - 34 - 5 MPH Steady State
  - 35 - 10 MPH Steady State
  - 36 - 15 MPH Steady State
  - 37 - 30 MPH Steady State
  - 38 - 45 MPH Steady State
  - 39 - 60 MPH Steady State

HC - Hydrocarbon Emissions in grams per mile

CO - Carbon Monoxide Emissions in grams per mile

CO2 - Carbon Dioxide Emissions in grams per mile

NOX - Oxides of Nitrogen Emissions in grams per mile (not Humidity Corrected)

MPG - Fuel Economy in miles per gallon, Calculated Using the Carbon Balance Method

SURVEILLANCE DRIVING SEQUENCE

	Mode				Average Acceleration Rate	
No	Type	Speed Range (mph)	Time in Mode (sec)	Average Speed (mph)	(mph/sec)	Distance (miles)
1	Accel	0-30	12	18.05	2.50	0.0602
2	Decel	30-0	16	16.66	-1.88	0.0741
3	Accel	0-15	8	9.04	1.88	0.0201
4	Accel	15-30	11	23.07	1.36	0.0705
5	Accel	30-45	13	37.65	1.15	0.1360
6	Decel	45-30	12	38.05	-1.25	0.1268
7	Accel	30-60	17	45.80	1.76	0.2163
8	Decel	60-45	12	51.48	-1.25	0.1716
9	Accel	45-60	14	52.54	1.07	0.2043
10	Decel	60-15	30	40.40	-1.50	0.3367
11	Accel	15-60	26	43.42	1.73	0.3136
12	Decel	60-0	21	33.83	-2.86	0.1973
13	Accel	0-60	32	37.27	1.88	0.3313
14	Decel	60-30	23	46.86	-1.30	0.2994
15	Decel	30-15	9	23.18	-1.67	0.0579
16	Decel	15-0	8	7.81	-1.88	0.0173
17	Accel	0-45	22	28.85	2.05	0.1759
18	Decel	45-15	16	31.33	-1.88	0.1392
19	Accel	15-45	18	30.55	1.67	0.1528
20	Decel	45-0	19	24.72	-2.37	0.1304
21	Accel	0-60	25	38.28	2.40	0.2654
22	Decel	60-0	28	33.88	-2.14	0.2634
23	Accel	0-30	15	17.73	2.00	0.0737
24	Accel	30-60	25	45.14	1.20	0.3134
25	Decel	60-30	18	47.23	-1.67	0.2362
26	Decel	30-0	10	15.99	-3.00	0.0444
27	Accel	0-60	38	38.01	1.58	0.4009
28	Decel	60-0	35	33.87	-1.71	0.3293
29	Accel	0-30	18	17.73	1.67	0.0886
30	Accel	30-60	21	44.55	1.43	0.2599
31	Decel	60-30	14	46.63	-2.14	0.1813
32	Decel	30-0	13	16.40	-2.31	0.0592

APPENDIX E

LISTING OF MODAL RESULTS ON INDIVIDUAL VEHICLES

DENVER

	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID
	001	1975	CHEV	TRUC	350	002	1975	CHEV	TRUC	350	003	1975	CHEV	TRUC	350
MODE NO.	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG
1	8.59	256.5	813.2	2.07	7.1	4.32	159.8	1067.1	5.06	6.7	9.97	270.8	1071.2	2.88	5.8
2	3.28	31.0	310.0	0.14	24.0	3.23	102.4	360.5	0.24	18.5	1.02	0.0	342.8	0.43	25.7
3	5.72	138.7	1001.2	1.04	7.2	7.04	305.4	1038.8	1.13	5.8	1.61	0.0	1369.6	2.77	6.5
4	4.48	94.1	572.0	1.53	12.1	3.12	107.0	720.8	2.39	9.8	5.71	107.2	891.8	2.34	8.2
5	1.20	22.8	507.6	2.83	16.2	1.41	42.1	662.5	3.75	12.1	1.00	14.4	637.1	2.08	13.4
6	1.25	16.3	197.3	0.33	39.1	2.21	31.9	213.3	0.43	32.8	0.78	0.0	245.5	0.42	35.8
7	2.80	153.0	590.4	2.35	10.6	3.67	253.0	744.0	2.60	7.7	5.82	405.3	603.9	0.74	7.0
8	0.42	10.8	238.2	0.76	34.8	1.66	32.2	241.0	1.23	29.9	0.93	3.5	294.1	0.78	29.3
9	0.44	6.4	559.7	3.01	15.5	0.66	21.7	713.9	3.90	11.8	1.01	50.6	685.0	2.24	11.6
10	1.53	10.9	225.2	0.47	35.9	2.80	36.8	238.3	0.88	29.1	0.55	2.2	273.9	0.60	31.8
11	3.33	105.3	693.3	3.41	10.2	2.32	98.9	804.8	6.58	9.2	6.02	351.0	613.9	1.18	7.5
12	1.53	10.9	242.4	0.74	33.8	3.88	43.2	235.8	0.98	28.1	0.88	4.0	279.0	0.48	30.8
13	3.12	106.4	674.8	3.14	10.4	2.38	112.0	833.1	6.52	8.7	6.47	316.0	695.4	1.55	7.3
14	1.20	10.7	214.8	0.46	37.7	2.92	34.3	223.1	1.08	31.0	0.53	2.9	275.4	0.49	31.5
15	1.61	32.6	219.4	0.16	32.2	1.97	68.4	229.6	0.51	25.9	0.63	0.0	403.3	0.45	21.9
16	5.25	110.3	737.6	0.49	9.8	5.94	231.9	577.5	0.71	9.2	0.00	0.0	671.0	0.59	13.2
17	5.05	184.6	613.5	1.81	9.7	2.35	91.8	853.9	4.65	8.8	9.17	326.2	697.6	1.18	7.2
18	1.76	16.0	214.8	0.31	36.2	2.68	44.3	226.7	0.60	29.1	0.55	0.0	246.6	0.32	35.7
19	3.83	72.0	787.6	3.83	9.7	1.84	84.9	812.5	2.79	9.3	10.39	354.4	650.3	0.90	7.1
20	2.12	21.5	248.5	0.29	30.7	3.55	59.1	260.0	0.64	24.4	0.69	0.0	299.4	0.33	29.4
21	4.76	207.2	607.3	2.60	8.6	4.00	225.6	868.1	6.04	7.2	11.57	508.2	659.2	0.85	5.9
22	1.06	15.7	242.2	0.38	32.5	3.86	49.0	242.4	1.23	26.8	0.86	4.0	287.3	0.44	29.9
23	8.50	190.3	746.5	2.50	8.3	3.26	143.8	917.0	3.39	7.7	7.01	139.8	1040.3	2.00	6.9
24	0.56	9.8	576.8	3.42	14.9	1.53	61.3	700.2	5.44	11.1	1.45	118.0	628.9	1.39	10.8
25	0.98	9.7	211.0	0.36	38.7	2.01	32.5	220.3	1.12	31.7	0.47	3.8	260.1	0.44	33.2
26	2.27	44.4	320.7	0.18	22.3	2.94	109.9	329.9	0.84	17.3	0.11	0.0	346.2	0.47	25.6
27	2.20	70.0	620.6	3.11	12.0	6.13	88.2	744.3	5.73	10.0	6.22	253.7	648.3	1.35	8.3
28	1.54	17.0	242.1	0.32	32.4	3.26	48.2	250.6	1.19	26.4	0.51	2.6	295.9	0.43	29.4
29	6.54	123.4	690.2	1.85	9.7	3.08	154.5	817.9	3.02	8.3	5.13	113.3	1041.5	1.50	7.2
30	1.11	33.4	606.2	3.26	13.4	2.85	117.5	731.5	4.58	9.6	2.96	250.9	597.7	0.95	8.9
31	0.60	10.3	215.9	0.40	37.8	3.01	34.0	209.7	1.32	32.6	0.53	4.8	273.5	0.46	31.4
32	2.16	38.9	315.3	0.18	25.3	3.05	107.1	313.7	0.91	18.0	0.11	0.0	337.5	0.42	26.3
BAG ACT.	2.40	46.8	490.7	2.13	15.5	2.47	76.1	502.7	2.74	14.1	2.40	92.3	512.6	1.05	13.3
CALC.	1.96	45.8	439.0	1.55	17.2	2.46	78.9	498.3	2.86	14.1	2.36	93.0	511.3	1.05	13.3
33	0.51	5.9	89.5	0.02	88.4	0.77	32.5	71.4	0.05	71.0	0.05	0.0	74.4	0.03	119.0
34	5.00	94.4	968.0	0.44	7.8	9.97	350.8	914.7	0.58	5.9	0.72	0.0	876.9	0.35	10.1
35	3.99	99.3	705.9	0.32	10.1	4.97	163.4	473.0	0.35	11.9	0.34	1.5	1260.8	1.03	7.0
36	3.84	101.3	682.8	0.60	10.4	3.70	130.0	386.2	0.29	14.7	0.21	0.0	540.9	0.41	16.4
37	1.37	38.1	487.9	0.87	16.1	1.69	62.5	325.3	0.57	20.7	0.54	1.5	574.6	0.79	15.3
38	1.01	27.4	347.5	1.05	22.5	0.14	1.7	436.2	1.10	20.2	0.29	1.2	433.3	0.99	20.4
39	0.06	0.0	471.7	2.70	18.8	1.30	51.3	466.0	3.66	16.1	0.48	17.0	539.9	1.51	15.6

EMISSION RESULTS IN GRAMS PER MILE (PER MINUTE FOR IDLE)

FUEL ECONOMY IN MILES PER GALLON (MINUTES PER GALLON FOR IDLE)

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

APPENDIX E,CONT'D

LISTING OF MODAL RESULTS ON INDIVIDUAL VEHICLES

DENVER

	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID
	004	1975	CHEV	TRUC	350	005	1975	DODG	TRUC	318	006	1975	FORD	TRUC	302
MODE NO.	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG
1	0.64	5.5	1228.0	6.05	7.2	9.05	317.2	939.5	2.03	6.1	19.29	368.2	822.5	0.92	6.1
2	0.15	0.0	309.8	0.28	28.6	3.62	66.9	274.3	0.57	22.7	0.78	1.4	447.5	0.25	19.6
3	0.86	38.9	1368.3	2.09	6.2	11.06	277.9	1054.4	2.37	5.8	1.43	2.7	1534.2	1.84	5.8
4	0.31	0.0	830.4	4.05	10.7	4.77	89.6	705.5	2.38	10.3	2.39	49.9	720.3	1.04	11.0
5	0.43	8.7	717.6	3.73	12.1	2.98	43.6	634.4	3.64	12.5	0.85	57.5	629.4	0.89	12.3
6	0.20	0.0	215.1	0.52	41.1	1.43	8.0	205.3	0.56	39.9	0.14	0.6	264.2	0.37	33.4
7	6.69	369.1	744.2	1.02	6.6	4.78	244.9	645.6	1.85	8.5	5.52	259.3	590.4	1.36	8.7
8	0.28	0.0	253.3	1.30	34.9	0.40	0.5	264.6	0.77	33.3	0.24	2.4	300.5	0.54	29.1
9	1.96	198.9	655.1	2.31	9.1	1.67	40.8	658.4	3.28	12.2	1.02	52.4	668.7	1.79	11.8
10	0.15	0.0	242.4	1.01	36.5	1.74	12.6	223.8	0.49	35.6	0.12	7.5	292.7	0.26	29.1
11	3.24	334.5	747.1	1.62	6.9	5.10	214.3	707.7	2.79	8.4	6.62	286.2	535.4	1.05	8.8
12	0.18	0.0	248.8	1.00	35.6	2.08	14.3	239.3	0.44	33.1	0.27	3.7	311.5	0.39	27.9
13	1.89	205.1	856.4	2.96	7.5	5.65	246.4	710.9	2.25	8.0	8.19	286.2	605.5	1.21	8.2
14	0.12	0.0	243.6	1.20	36.4	1.89	10.9	224.2	0.71	35.9	0.26	10.7	279.5	0.30	29.9
15	0.07	0.0	232.4	0.24	38.1	1.91	30.8	225.6	0.51	31.7	0.20	1.0	344.0	0.24	25.6
16	0.22	0.0	563.8	0.61	15.7	7.16	178.8	499.1	0.30	11.1	0.40	3.1	859.3	0.51	10.3
17	0.46	12.2	982.4	4.77	8.8	5.20	151.4	785.2	2.97	8.5	10.48	302.6	617.1	0.98	7.9
18	0.15	0.0	215.8	0.38	41.0	2.39	24.4	205.4	0.48	35.3	0.39	0.8	285.7	0.29	30.8
19	0.36	0.0	918.7	4.73	9.6	4.62	115.3	739.4	3.11	9.5	4.94	220.7	616.2	0.95	9.1
20	0.16	0.0	259.1	0.48	34.2	2.97	35.0	242.1	0.48	29.0	0.34	1.0	337.5	0.30	26.1
21	5.55	418.1	843.6	1.18	5.8	6.57	326.4	763.3	2.09	6.8	9.81	314.1	546.6	0.88	8.3
22	0.18	0.0	252.7	0.88	35.0	1.98	17.3	241.8	0.44	32.2	0.40	8.2	315.5	0.28	26.9
23	0.31	1.4	1057.1	5.87	8.4	5.92	130.9	923.5	3.47	7.7	10.32	232.5	875.6	0.77	7.0
24	2.23	229.4	661.8	1.35	8.6	3.22	89.5	629.0	3.42	11.4	2.23	146.3	600.3	0.82	10.6
25	0.13	0.0	231.1	1.00	38.3	1.76	10.2	220.3	0.64	36.7	0.19	9.6	275.1	0.28	30.5
26	0.11	0.0	317.7	0.30	27.9	3.44	68.2	283.3	0.49	22.1	0.20	1.5	449.6	0.33	19.6
27	1.48	161.8	778.8	3.45	8.6	3.72	77.2	722.6	4.13	10.4	5.18	190.3	626.2	1.05	9.4
28	0.14	0.0	263.8	0.95	33.6	2.57	24.8	237.6	0.70	31.2	0.16	1.5	321.2	0.40	27.4
29	0.31	0.0	934.7	4.19	9.5	5.56	125.0	796.2	2.52	8.8	6.86	158.0	855.5	0.81	7.9
30	3.63	334.5	643.7	1.03	7.5	4.47	202.2	630.2	2.26	9.2	1.97	137.9	661.5	1.21	10.0
31	0.18	0.0	228.9	1.20	38.7	1.54	9.8	223.2	0.70	36.4	0.12	1.1	264.5	0.43	33.3
32	0.10	0.0	304.5	0.29	29.1	3.63	68.1	268.4	0.43	22.9	0.19	1.5	441.2	0.29	20.0
BAG ACT.	0.91	80.1	585.1	2.97	12.4	2.97	73.7	527.0	2.13	13.6	2.15	79.2	495.7	0.69	14.2
CALC.	0.91	66.0	525.7	2.17	14.0	2.95	72.6	475.1	1.69	14.8	2.25	81.3	497.1	0.74	14.0
33	0.02	0.0	81.3	0.02	109.1	1.04	22.5	68.2	0.01	83.1	0.03	0.0	105.5	0.02	84.1
34	0.34	0.0	980.9	0.00	9.0	12.15	242.6	844.6	0.12	7.0	0.52	0.0	1229.9	0.27	7.2
35	0.28	0.0	532.9	0.00	16.6	5.73	109.2	472.7	0.13	13.4	0.16	0.0	909.6	0.43	9.8
36	0.21	0.0	492.7	0.42	18.0	3.37	53.7	434.1	0.25	16.8	0.14	0.0	562.3	0.26	15.8
37	0.17	0.0	419.4	0.48	21.1	0.24	0.5	378.8	1.15	23.3	0.13	0.0	612.7	0.27	14.5
38	0.15	0.0	444.3	2.27	20.0	0.11	0.0	418.3	2.03	21.2	0.13	0.0	408.5	0.77	21.7
39	0.20	0.0	578.0	5.56	15.3	0.74	8.4	506.6	3.73	17.0	0.31	37.9	529.9	0.95	15.0

EMISSION RESULTS IN GRAMS PER MILE (PER MINUTE FOR IDLE)
FUEL ECONOMY IN MILES PER GALLON (MINUTES PER GALLON FOR IDLE)
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

APPENDIX E,CONT'D

LISTING OF MODAL RESULTS ON INDIVIDUAL VEHICLES

DENVER

	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID
	007	1975	FORD	TRUC	302	008	1975	FORD	TRUC	351	009	1975	FORD	TRUC	351
MODE NO.	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG
1	1.36	49.8	918.9	1.65	8.9	4.07	149.0	895.3	2.97	7.8	4.62	94.5	949.3	6.34	8.0
2	0.14	0.0	339.8	0.23	26.1	1.25	17.8	395.8	0.24	20.8	1.22	24.3	395.5	0.26	20.3
3	0.88	1.6	1048.2	1.29	8.4	4.19	102.1	1048.2	1.60	7.3	4.93	103.2	1021.2	1.62	7.4
4	0.55	2.5	643.7	0.88	13.7	2.59	64.3	635.5	2.01	11.9	2.89	56.7	606.8	2.81	12.6
5	0.53	17.6	521.9	0.87	16.1	1.98	53.5	544.1	2.83	14.0	2.20	35.4	535.7	3.83	14.8
6	0.18	0.0	215.6	0.20	41.0	1.60	5.4	242.3	0.36	34.7	1.55	4.7	254.1	0.45	33.3
7	2.15	168.2	541.2	1.38	10.9	2.60	119.1	586.5	3.96	11.4	3.40	134.3	670.1	4.41	10.0
8	0.25	0.6	235.9	0.38	37.4	2.38	11.5	243.9	1.26	32.9	4.06	14.2	244.7	1.34	31.7
9	0.67	60.3	522.9	1.00	14.3	1.93	32.3	530.8	5.60	15.1	2.43	42.4	572.3	5.88	13.7
10	0.12	0.0	217.0	0.23	40.8	2.09	7.7	249.0	0.81	33.2	2.47	10.7	260.9	0.91	31.1
11	1.51	130.1	591.1	1.31	11.1	2.54	82.6	643.5	5.55	11.4	3.31	101.4	697.3	6.29	10.2
12	0.15	0.0	237.0	0.30	37.4	3.44	9.6	263.2	0.92	30.7	4.37	13.5	273.1	1.00	28.8
13	0.96	102.3	662.8	1.31	10.7	2.61	71.8	689.6	5.92	10.9	3.34	80.9	742.0	7.22	10.1
14	0.11	0.0	212.6	0.28	41.7	2.48	9.2	229.8	0.94	35.2	2.17	11.3	246.1	0.91	32.8
15	0.06	0.0	258.0	0.20	34.4	0.84	8.9	301.6	0.24	27.9	0.88	16.4	304.2	0.19	26.7
16	0.27	0.0	632.4	0.48	14.0	2.97	32.3	756.5	0.73	10.9	3.58	90.9	698.8	0.36	10.4
17	0.87	62.0	719.8	1.09	10.8	3.14	79.6	717.1	5.00	10.4	3.58	67.9	750.6	6.79	10.2
18	0.12	0.0	213.6	0.17	41.5	1.53	5.7	257.8	0.31	32.7	1.45	6.5	269.2	0.39	31.3
19	0.87	88.7	624.6	0.85	11.6	2.75	64.5	652.9	4.60	11.6	3.15	76.1	654.6	5.15	11.3
20	0.15	0.0	263.5	0.22	33.6	1.79	8.4	303.0	0.39	27.8	1.77	10.3	318.6	0.40	26.1
21	1.57	181.8	692.0	1.40	9.0	2.93	126.4	715.9	5.03	9.6	3.90	154.0	804.9	5.93	8.4
22	0.14	0.0	235.4	0.27	37.6	2.83	10.1	266.2	0.85	30.5	2.75	14.2	289.7	1.09	27.7
23	0.58	6.6	854.9	1.24	10.2	3.42	82.1	821.7	3.08	9.2	4.20	103.5	797.6	4.25	9.1
24	0.63	55.0	548.7	0.99	13.9	1.95	39.6	555.1	5.40	14.2	2.34	41.1	602.5	6.47	13.2
25	0.14	0.0	211.9	0.28	41.8	2.64	9.4	232.4	0.93	34.7	3.29	11.3	245.2	1.12	32.5
26	0.09	0.0	354.4	0.33	25.0	1.23	12.0	418.0	0.30	20.1	1.46	28.5	423.8	0.32	18.8
27	0.72	61.7	610.8	1.22	12.5	2.38	51.5	632.6	5.92	12.3	3.14	63.8	658.3	6.98	11.5
28	0.13	0.0	238.1	0.27	37.2	2.32	10.1	275.6	0.87	29.7	2.17	14.2	292.5	0.95	27.6
29	0.51	1.7	769.6	1.10	11.5	3.13	76.0	734.8	2.26	10.3	3.72	83.7	743.0	3.43	10.0
30	0.93	109.1	566.0	1.06	12.0	2.20	79.1	570.6	4.44	12.6	2.69	92.3	632.7	4.85	11.3
31	0.13	0.0	206.5	0.30	42.9	3.46	10.8	219.6	0.96	35.8	3.25	13.0	251.7	1.18	31.4
32	0.08	0.0	342.9	0.23	25.9	1.35	13.5	409.3	0.35	20.4	1.42	26.3	416.0	0.27	19.2
BAG ACT.	0.46	30.5	470.4	0.89	17.1	2.08	39.0	502.2	3.27	15.6	2.54	43.0	519.6	3.88	14.9
CALC.	0.45	29.7	426.0	0.71	18.7	2.02	37.6	450.2	2.59	17.2	2.46	43.8	474.0	3.12	16.1
33	0.05	0.0	89.9	0.08	98.6	0.37	3.9	108.9	0.12	76.3	0.50	8.6	98.8	0.06	77.9
34	0.68	0.0	1088.9	0.72	8.1	4.22	41.4	1323.5	0.84	6.3	5.89	95.1	1191.2	0.60	6.5
35	0.33	0.0	549.8	0.36	16.1	2.14	19.2	659.0	0.40	12.8	2.97	47.3	595.6	0.25	13.1
36	0.19	0.0	460.1	0.33	19.3	1.42	12.8	441.2	0.25	19.1	2.02	33.4	398.9	0.15	19.4
37	0.11	0.0	346.8	0.36	25.6	0.56	9.9	385.3	0.60	22.0	1.04	11.7	387.8	0.48	21.7
38	0.13	0.1	353.2	0.53	25.1	0.80	4.9	379.2	1.53	22.8	1.05	5.5	391.6	1.41	22.0
39	0.06	1.4	438.3	1.10	20.1	1.00	23.4	447.2	4.26	18.2	1.24	53.4	453.3	3.53	16.4

EMISSION RESULTS IN GRAMS PER MILE (PER MINUTE FOR IDLE)
FUEL ECONOMY IN MILES PER GALLON (MINUTES PER GALLON FOR IDLE)
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

APPENDIX E,CONT'D

LISTING OF MODAL RESULTS ON INDIVIDUAL VEHICLES

DENVER

	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID
	010	1975	GMC	TRUC	350	011	1975	AMMO	HORN	258	012	1975	BUIC	CNTY	350
MODE NO.	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG
1	1.31	17.1	1088.7	3.96	7.9	3.97	50.2	1004.1	12.48	8.1	2.44	120.3	1192.9	3.63	6.4
2	0.29	0.0	372.4	0.24	23.8	1.34	17.3	248.2	1.31	31.7	0.41	13.2	328.9	0.32	25.3
3	0.74	0.0	1221.0	1.92	7.3	4.48	49.7	1007.8	9.47	8.1	1.93	63.9	1246.0	2.25	6.6
4	0.42	0.0	713.7	2.44	12.4	2.49	15.7	669.0	6.95	12.7	2.40	80.2	757.1	2.78	10.0
5	0.43	0.0	616.5	2.96	14.4	1.89	19.0	562.5	7.97	14.8	1.61	66.3	646.0	2.36	11.8
6	0.41	0.0	240.1	0.46	36.8	0.79	9.5	145.3	1.55	54.5	0.18	5.8	217.1	0.24	39.1
7	0.80	20.1	829.4	4.16	10.3	3.46	170.8	629.9	7.27	9.8	4.22	301.5	740.0	3.15	7.2
8	0.36	0.0	270.4	1.25	32.7	1.06	7.6	159.1	1.16	50.9	0.21	5.1	241.2	0.52	35.5
9	0.31	0.3	655.4	4.33	13.5	1.66	30.9	546.2	9.45	14.8	1.26	61.7	647.0	3.11	11.9
10	0.23	0.0	256.2	0.82	34.5	0.99	10.0	164.3	0.93	48.4	0.34	6.5	235.3	0.39	36.0
11	0.42	5.4	836.9	4.30	10.5	3.05	120.0	644.0	8.61	10.5	2.95	186.1	758.9	3.93	8.4
12	0.29	0.0	278.6	0.94	31.7	1.24	11.1	169.1	0.95	46.6	0.56	10.5	242.7	0.49	34.0
13	0.37	3.5	868.2	4.66	10.1	2.82	92.2	693.5	10.21	10.5	2.66	123.6	838.3	5.69	8.5
14	0.22	0.0	251.8	0.88	35.2	0.90	7.7	154.3	0.95	52.4	0.39	7.6	224.4	0.43	37.4
15	0.10	0.0	281.7	0.24	31.5	1.00	12.5	176.7	1.15	44.5	0.16	5.6	251.2	0.57	34.1
16	0.24	0.0	683.2	0.61	13.0	2.75	35.2	485.5	1.20	16.1	0.68	22.5	661.9	0.89	12.7
17	0.40	0.0	861.1	4.49	10.3	2.77	41.8	760.9	11.08	10.6	2.61	130.5	868.9	4.03	8.2
18	0.20	0.0	253.9	0.40	34.9	0.84	11.1	152.6	1.15	51.4	0.46	11.3	212.3	0.32	38.3
19	0.39	1.0	796.6	3.46	11.1	2.67	47.7	707.0	9.88	11.2	2.70	98.4	822.3	5.75	9.0
20	0.22	0.0	295.5	0.45	30.0	1.10	13.5	184.1	1.20	42.5	0.61	14.3	263.1	0.47	30.9
21	0.51	26.0	1009.9	2.86	8.4	4.27	223.1	715.8	7.55	8.2	4.78	347.0	842.1	3.18	6.3
22	0.21	0.0	285.4	0.89	31.0	1.12	9.8	171.7	0.90	46.6	0.74	13.1	237.8	0.72	34.0
23	0.31	0.0	953.0	4.40	9.3	3.06	24.6	847.1	10.20	9.9	2.06	117.6	990.9	3.08	7.5
24	0.32	1.6	689.1	3.18	12.8	1.98	42.9	564.4	9.41	13.9	2.02	101.0	653.9	3.46	10.8
25	0.26	0.0	253.0	0.94	35.0	1.08	8.3	144.7	0.91	55.1	0.45	10.3	215.8	0.62	38.0
26	0.15	0.0	385.6	0.30	23.0	1.40	17.1	244.8	1.52	32.1	0.28	11.0	340.1	0.88	24.8
27	0.34	0.4	764.8	4.29	11.6	2.16	38.7	635.3	9.87	12.6	2.49	126.3	742.1	3.86	9.4
28	0.23	0.0	282.5	0.77	31.3	1.05	10.3	180.2	0.95	44.5	0.51	11.8	248.4	0.65	33.1
29	0.34	0.0	855.1	3.00	10.4	2.72	18.0	754.1	8.42	11.2	1.80	99.2	881.7	2.58	8.5
30	0.35	13.3	776.1	2.18	11.1	2.79	114.9	583.1	7.75	11.5	2.99	205.5	667.1	2.82	8.9
31	0.24	0.0	260.7	1.04	33.9	1.09	8.4	137.2	0.89	57.7	0.63	11.4	215.3	0.76	37.7
32	0.15	0.0	376.0	0.29	23.6	1.37	17.6	238.7	1.24	32.8	0.41	16.1	320.1	0.86	25.6
BAG ACT.	0.32	2.6	598.5	2.86	14.7	1.56	33.7	395.1	4.73	19.6	1.35	71.2	475.0	1.60	15.0
CALC.	0.29	2.2	525.7	2.26	16.7	1.67	33.7	397.1	4.65	19.5	1.42	72.0	483.8	1.80	14.8
33	0.03	0.0	97.4	0.00	91.1	0.34	3.5	65.2	0.21	123.6	0.01	0.0	88.7	0.05	100.0
34	0.57	0.0	1152.2	0.29	7.7	3.77	36.4	791.5	2.19	10.3	0.21	0.0	1070.0	0.41	8.3
35	0.26	0.0	754.4	0.30	11.8	2.03	20.7	468.5	0.91	17.5	0.14	0.0	695.2	0.30	12.8
36	0.17	0.0	501.1	0.26	17.7	1.21	11.4	266.8	0.69	30.8	0.13	0.0	450.6	0.21	19.7
37	0.17	0.0	413.0	0.29	21.5	1.04	8.8	254.4	2.53	32.7	0.09	0.0	341.5	0.31	26.0
38	0.09	0.0	434.0	1.34	20.4	1.10	11.7	294.5	4.34	28.1	0.06	0.9	375.8	0.40	23.5
39	0.17	0.0	520.3	3.76	17.0	0.86	3.7	364.0	3.52	23.8	0.13	10.9	452.2	1.59	18.9

EMISSION RESULTS IN GRAMS PER MILE (PER MINUTE FOR IDLE)
FUEL ECONOMY IN MILES PER GALLON (MINUTES PER GALLON FOR IDLE)
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

APPENDIX E,CONT'D

LISTING OF MODAL RESULTS ON INDIVIDUAL VEHICLES

DENVER

	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID
	013	1975	BUIC	RIVI	455	014	1975	BUIC	REGA	350	015	1975	CADI	ELDO	500
MODE NO.	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG
1	7.00	248.9	1286.8	4.05	5.2	4.91	209.2	1193.9	3.49	5.8	14.56	576.1	1226.1	2.04	4.1
2	2.55	67.8	335.9	0.36	19.7	1.64	43.9	289.2	0.44	24.4	3.29	49.6	352.1	1.07	20.2
3	8.58	283.1	1285.6	0.93	5.0	6.03	161.2	1235.0	1.86	5.9	11.61	233.4	1482.2	3.69	4.7
4	4.72	159.8	827.0	1.64	8.1	2.89	79.2	882.3	2.11	8.7	7.32	245.2	901.4	2.40	6.8
5	2.95	84.1	757.5	2.88	9.9	2.71	87.9	705.3	3.11	10.4	6.74	301.4	732.0	1.94	7.2
6	1.94	29.7	247.3	0.26	29.8	1.43	15.7	174.7	0.28	43.5	1.68	30.1	264.5	0.79	28.0
7	8.08	419.6	809.4	2.92	5.9	6.51	479.1	807.9	1.96	5.6	8.99	514.2	848.9	2.01	5.3
8	1.30	21.1	298.9	0.87	26.4	1.25	18.6	198.1	0.70	38.4	2.41	65.5	281.3	0.78	22.6
9	2.77	138.9	748.5	3.46	9.1	4.41	334.2	603.7	1.30	7.8	6.81	368.4	696.1	1.38	6.8
10	1.54	24.6	284.9	0.52	27.0	1.48	20.4	200.7	0.47	37.4	3.48	62.6	267.8	0.60	23.5
11	5.09	275.2	886.6	3.81	6.6	5.73	425.1	720.0	1.64	6.3	10.18	608.0	819.4	1.32	4.9
12	1.96	28.0	293.8	0.58	25.8	2.10	17.7	196.5	0.64	38.4	4.16	66.5	275.7	0.66	22.6
13	5.70	291.2	943.9	3.72	6.3	5.89	457.7	759.9	1.53	5.9	10.81	619.9	866.7	1.30	4.7
14	1.48	24.1	262.1	0.53	29.1	1.47	17.6	204.1	0.56	37.6	3.10	64.9	261.3	0.60	23.8
15	1.71	46.8	256.5	0.29	26.5	1.15	35.5	206.2	0.35	33.4	2.24	37.6	264.0	1.00	26.9
16	4.19	121.7	670.1	0.66	10.1	3.13	88.2	565.7	0.53	12.4	6.76	117.8	655.7	1.29	10.3
17	4.26	174.5	995.8	3.80	6.9	4.03	189.0	914.6	2.74	7.2	12.22	553.9	945.5	1.66	4.8
18	2.31	34.6	243.9	0.29	29.0	1.48	23.4	187.3	0.23	38.8	2.79	38.0	249.5	0.65	27.9
19	4.29	184.8	919.4	3.26	7.3	4.04	220.5	855.6	2.20	7.3	9.60	471.0	921.2	1.88	5.2
20	2.58	45.7	292.7	0.31	23.8	1.63	31.5	229.6	0.30	31.2	3.73	48.2	265.6	0.66	23.8
21	11.38	548.9	934.4	2.76	4.8	7.34	557.2	864.5	2.08	5.0	11.51	679.0	938.1	1.69	4.3
22	2.16	32.0	288.8	0.67	25.7	1.68	24.3	209.5	0.52	35.1	3.86	62.3	287.8	0.63	22.3
23	4.65	144.7	1169.5	3.81	6.3	4.16	150.2	1084.3	2.88	6.7	11.56	454.5	1095.6	2.34	4.8
24	3.18	133.7	784.9	4.15	8.8	4.41	321.7	631.5	1.46	7.7	7.76	424.4	735.8	1.39	6.2
25	1.79	24.9	249.5	0.68	30.2	1.68	18.4	179.2	0.52	41.6	3.15	61.4	251.0	0.64	24.8
26	2.28	59.3	356.4	0.62	19.4	1.57	51.4	284.2	0.31	24.0	3.39	60.2	358.2	1.55	19.1
27	3.01	129.7	891.8	3.82	8.0	3.81	223.5	766.2	2.33	7.9	10.04	510.8	795.5	1.28	5.4
28	1.68	32.0	293.4	0.67	25.4	1.59	23.0	216.9	0.47	34.4	3.86	69.1	283.1	0.62	22.0
29	4.51	152.4	983.4	2.32	7.2	3.81	144.6	944.0	2.03	7.5	9.70	393.0	960.9	1.82	5.5
30	8.02	393.1	724.6	2.04	6.5	5.38	361.7	720.4	2.05	6.8	9.11	528.6	756.2	1.48	5.5
31	2.07	28.2	254.0	0.78	29.1	1.77	16.7	157.6	0.53	46.9	3.36	69.3	227.5	0.63	25.6
32	2.32	60.6	347.5	0.65	19.7	1.56	50.1	274.3	0.40	24.8	4.00	72.6	308.6	0.76	20.4
BAG ACT.	2.85	104.1	553.0	1.70	12.2	2.63	130.6	480.8	1.27	12.8	6.29	248.6	539.8	1.11	9.3
CALC.	3.01	110.8	569.7	1.87	11.8	2.71	132.9	484.1	1.31	12.6	6.44	252.8	551.2	1.22	9.2
33	0.59	8.5	95.5	0.04	80.2	0.27	3.0	76.5	0.02	108.2	0.83	15.9	79.7	0.01	82.7
34	6.84	88.9	1172.7	0.52	6.7	3.68	26.7	936.7	0.18	9.0	11.31	202.8	950.7	0.08	6.8
35	3.32	39.3	591.8	0.26	13.4	3.15	66.6	605.8	0.26	12.3	5.86	95.4	509.9	0.08	13.1
36	2.90	62.2	486.0	0.27	15.0	2.12	44.4	343.4	0.15	21.1	4.20	65.7	498.1	0.64	14.4
37	2.03	35.5	349.6	0.85	21.6	1.41	31.7	304.4	0.51	24.7	2.37	29.4	425.6	2.12	18.5
38	0.66	18.4	459.5	0.52	18.1	1.18	26.8	367.0	0.64	21.5	2.38	57.8	468.9	1.27	15.6
39	0.77	38.8	538.8	2.42	14.7	1.03	27.9	287.8	2.48	26.5	8.06	241.3	466.3	1.25	10.2

EMISSION RESULTS IN GRAMS PER MILE (PER MINUTE FOR IDLE)

FUEL ECONOMY IN MILES PER GALLON (MINUTES PER GALLON FOR IDLE)

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

APPENDIX E,CONT'D

LISTING OF MODAL RESULTS ON INDIVIDUAL VEHICLES

DENVER

	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID
	016	1975	CHEV	VEGA	140	017	1975	CHEV	NOVA	250	018	1975	CHEV	MONT	350
MODE NO.	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG
1	3.46	125.0	625.1	2.16	10.7	3.16	119.6	892.2	3.56	8.1	3.85	193.6	1056.6	2.69	6.5
2	0.26	7.9	211.2	0.95	39.6	0.35	6.2	323.9	1.02	26.5	0.86	25.4	311.9	0.52	25.0
3	3.39	108.6	618.2	2.63	11.1	2.81	43.9	956.8	4.15	8.6	1.06	85.2	1204.0	2.17	6.6
4	1.05	30.9	458.9	1.90	17.4	0.87	12.8	660.0	2.55	13.0	1.62	83.4	721.7	1.09	10.3
5	0.55	14.1	344.2	2.59	24.1	1.37	52.2	530.0	3.19	14.4	2.28	131.6	586.6	1.17	11.1
6	0.30	7.4	138.8	0.98	58.6	0.08	0.4	201.8	0.63	43.8	0.59	16.4	201.8	0.41	38.7
7	1.14	65.4	340.0	1.90	19.9	3.34	215.3	565.2	1.89	9.7	3.69	272.4	675.2	1.91	8.0
8	0.24	4.9	149.9	1.46	56.1	0.09	0.0	237.7	1.50	37.3	0.42	13.5	237.7	0.62	34.1
9	0.89	35.7	349.4	3.36	21.7	1.55	82.2	536.2	3.05	13.2	1.87	148.5	584.7	1.57	10.8
10	0.18	6.9	137.2	1.30	59.7	0.23	2.6	220.4	1.07	39.4	0.31	12.3	234.3	0.52	34.9
11	1.78	97.5	370.0	2.30	16.8	3.31	204.3	597.1	2.64	9.6	3.56	278.8	665.6	1.52	8.0
12	0.23	9.2	149.7	1.46	53.9	0.38	4.4	238.4	1.23	36.0	0.44	14.7	241.8	0.51	33.3
13	1.97	99.1	407.7	2.96	15.6	2.80	164.2	658.0	3.63	9.6	3.38	261.1	728.4	1.96	7.7
14	0.23	9.5	137.4	1.46	58.0	0.26	3.1	211.4	1.10	40.9	0.43	13.8	217.7	0.57	36.9
15	0.08	1.2	144.8	0.75	60.4	0.17	3.8	238.9	1.11	36.2	0.81	22.6	228.6	0.65	33.3
16	0.19	0.0	446.8	1.73	19.8	2.55	45.2	612.5	0.78	12.8	0.43	16.1	620.1	1.12	13.7
17	2.51	111.6	432.8	2.24	14.4	2.39	97.2	724.7	4.14	10.0	2.55	185.5	809.1	2.21	8.0
18	0.34	10.8	124.6	0.96	62.2	0.22	4.7	211.0	0.54	40.5	0.43	15.1	222.8	0.43	35.8
19	1.61	67.4	412.5	2.32	17.0	2.07	87.6	669.6	3.85	10.9	2.17	132.5	785.6	2.42	8.9
20	0.43	16.1	161.4	1.09	47.2	0.35	7.7	246.7	0.50	34.1	0.67	20.2	256.7	0.45	30.5
21	2.72	112.5	375.2	2.07	15.8	4.07	261.2	682.7	2.39	8.0	4.37	357.0	782.8	1.69	6.5
22	0.37	11.3	152.1	1.43	51.9	0.34	4.8	245.6	1.08	34.9	0.42	14.0	247.5	0.53	32.8
23	2.42	82.9	549.0	3.15	12.9	1.31	36.7	833.9	3.95	9.9	0.98	63.1	993.1	2.97	8.1
24	0.88	40.6	360.7	3.03	20.8	1.84	104.1	541.5	3.35	12.5	2.68	185.2	589.1	1.55	10.0
25	0.23	9.4	131.5	1.60	60.4	0.25	2.8	206.1	1.26	42.0	0.41	14.7	212.6	0.65	37.4
26	0.11	3.6	233.4	1.24	37.1	0.26	7.4	327.9	1.51	26.1	1.03	31.2	316.6	0.98	24.1
27	1.72	78.5	377.4	2.84	17.5	2.02	91.4	632.1	3.92	11.3	2.64	185.9	675.6	2.13	9.1
28	0.30	11.8	152.1	1.55	51.8	0.42	7.4	241.4	1.15	34.9	0.40	14.7	246.0	0.56	32.8
29	2.20	71.6	491.2	3.73	14.5	1.03	24.9	770.3	3.99	10.9	1.01	71.3	888.3	2.12	8.8
30	1.12	67.6	369.2	2.60	18.5	2.85	194.0	511.1	1.77	10.8	3.35	251.3	622.0	1.61	8.6
31	0.23	8.9	130.4	1.61	61.2	0.23	2.9	215.0	1.47	40.3	0.48	17.6	206.4	0.64	37.7
32	0.14	5.3	209.6	1.16	40.6	0.46	13.4	319.8	0.99	25.9	0.90	27.4	311.5	0.91	24.8
BAG ACT.	0.88	36.8	276.0	2.19	26.4	1.05	53.3	427.2	2.42	17.3	1.36	86.1	458.1	1.22	14.8
CALC.	0.89	36.2	270.5	2.14	26.9	1.10	50.3	432.7	2.32	17.2	1.43	88.2	466.8	1.33	14.6
33	0.44	10.9	26.9	0.01	195.4	0.01	0.0	80.3	0.31	110.4	0.09	1.2	78.8	0.08	109.5
34	4.66	139.5	667.6	2.40	9.8	0.14	0.0	984.9	1.84	9.0	0.13	0.0	964.5	1.36	9.2
35	1.68	42.8	401.3	0.42	18.7	0.13	0.0	484.5	0.84	18.3	0.60	4.6	575.8	0.23	15.2
36	0.08	0.0	401.2	1.04	22.1	0.27	0.2	347.6	0.34	25.4	1.30	12.1	374.5	0.29	22.3
37	0.05	0.0	187.3	0.81	47.4	0.16	0.1	281.8	1.00	31.4	1.40	36.7	292.8	0.72	25.0
38	0.56	8.4	200.6	2.00	41.2	0.04	0.0	344.1	0.83	25.8	0.08	0.6	411.6	1.19	21.5
39	0.32	11.6	254.9	3.86	32.4	0.02	0.0	410.2	3.13	21.6	0.11	7.2	488.6	2.53	17.7

EMISSION RESULTS IN GRAMS PER MILE (PER MINUTE FOR IDLE)
FUEL ECONOMY IN MILES PER GALLON (MINUTES PER GALLON FOR IDLE)
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

APPENDIX E,CONT'D

LISTING OF MODAL RESULTS ON INDIVIDUAL VEHICLES

DENVER

	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID
	019	1975	CHEV	CAPR	350	020	1975	CHEV	IMPA	350	021	1975	CHEV	STAW	400
MODE NO.	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG
1	7.04	285.6	1099.8	2.64	5.6	3.12	217.2	1168.4	2.78	5.8	4.26	368.2	1540.6	2.15	4.2
2	1.66	37.4	349.0	0.19	21.5	0.90	33.9	364.4	0.35	21.1	0.19	0.0	377.3	0.33	23.5
3	7.25	226.5	1275.3	1.94	5.4	1.50	135.8	1279.1	0.81	5.9	0.84	14.4	1884.7	1.97	4.6
4	4.72	156.0	776.7	1.48	8.6	2.37	109.9	728.7	1.44	9.8	0.59	7.5	1151.6	2.67	7.6
5	4.34	174.4	624.6	1.54	9.7	2.05	110.5	627.9	1.53	11.0	1.59	147.7	888.3	1.59	7.9
6	1.36	32.3	214.3	0.21	33.0	0.91	34.2	235.3	0.30	30.4	0.16	1.1	284.7	0.45	30.9
7	6.19	335.1	707.6	1.72	7.1	3.83	355.3	744.9	1.08	6.7	5.82	510.2	929.9	1.96	5.1
8	1.57	40.8	238.9	0.72	28.8	1.20	43.2	258.54	0.91	28.9	0.28	1.7	331.1	1.16	26.5
9	3.85	182.7	603.0	2.03	9.8	2.62	214.8	591.3	1.73	9.5	4.52	385.2	686.9	1.16	6.8
10	1.17	26.7	242.9	0.49	30.8	0.77	30.4	261.4	0.65	28.5	0.26	1.0	286.3	0.75	30.7
11	6.35	367.7	698.8	1.27	6.8	4.11	379.4	714.5	1.13	6.7	10.71	754.5	803.9	0.98	4.4
12	1.53	28.9	260.8	0.52	28.5	1.14	37.7	270.7	0.74	26.6	0.38	1.3	293.1	0.80	30.0
13	6.28	341.5	772.9	1.67	6.7	3.98	349.4	783.0	1.63	6.6	10.32	729.2	853.0	0.88	4.4
14	1.33	27.8	218.5	0.47	33.3	0.86	32.4	245.8	0.71	29.6	0.24	0.9	273.5	0.65	32.2
15	1.85	51.8	232.8	0.11	27.7	0.87	34.0	272.7	0.35	27.0	0.10	0.0	283.0	0.33	31.3
16	3.74	47.8	686.1	0.31	11.5	1.22	60.0	707.4	0.49	11.0	0.20	0.0	630.0	0.80	14.1
17	5.68	246.8	847.0	1.94	7.1	4.26	285.7	828.5	1.94	6.9	4.35	390.1	1064.4	1.62	5.2
18	1.75	37.6	226.5	0.18	30.5	0.74	23.6	247.0	0.33	31.0	0.19	1.4	273.0	0.37	32.2
19	6.32	333.2	746.3	1.07	6.9	3.25	238.7	782.1	1.69	7.6	4.20	392.9	978.3	1.27	5.5
20	1.30	24.3	280.9	0.20	27.5	0.87	31.9	295.0	0.32	25.5	0.25	1.7	305.2	0.38	28.8
21	7.48	455.0	821.0	1.23	5.7	4.96	405.1	833.7	1.02	5.5	10.13	781.5	941.4	1.12	4.0
22	1.29	28.9	254.4	0.45	29.2	0.97	37.7	281.0	0.68	25.9	0.36	1.3	281.5	0.62	31.2
23	3.97	166.2	1029.5	2.25	6.8	1.84	136.6	1035.0	2.29	7.1	0.73	37.2	1451.8	2.64	5.9
24	4.83	254.3	614.5	1.24	8.6	3.50	289.1	597.3	1.02	8.4	6.17	453.9	741.0	0.98	6.0
25	1.42	31.8	217.9	0.54	32.6	1.16	38.8	229.2	0.63	30.2	0.27	0.9	280.0	0.71	31.4
26	1.54	34.3	355.0	0.25	21.4	1.12	41.6	383.1	0.43	19.6	0.15	0.0	374.3	0.39	23.7
27	4.83	244.9	697.2	1.76	8.1	3.54	275.3	698.2	1.57	7.8	6.21	494.2	838.1	1.13	5.4
28	1.60	28.9	265.0	0.56	28.1	1.01	37.0	276.4	0.65	26.3	0.22	1.3	289.9	0.62	30.3
29	4.90	171.3	897.1	1.88	7.5	3.56	191.7	866.9	2.08	7.5	0.60	29.7	1350.3	2.59	6.3
30	5.75	326.1	650.9	1.20	7.5	4.00	351.1	645.5	1.07	7.3	7.57	582.6	771.6	0.85	5.2
31	1.62	35.9	217.4	0.60	31.8	1.26	38.3	231.1	0.70	30.1	0.31	1.8	277.1	0.68	31.6
32	1.45	30.4	349.0	0.29	22.1	0.90	28.5	376.4	0.45	20.9	0.19	2.6	346.4	0.43	25.3
BAG ACT.	3.04	131.4	466.7	1.26	13.0	2.03	141.6	484.9	1.10	12.4	2.47	179.9	629.7	1.11	9.6
CALC.	3.15	131.5	480.2	1.14	12.7	2.07	139.5	492.1	1.16	12.4	2.66	182.8	607.4	1.09	9.8
33	0.00	0.0	89.8	0.19	98.8	0.00	0.0	98.4	0.25	90.2	0.01	0.0	77.1	0.08	115.0
34	0.00	0.0	1120.5	1.27	7.9	0.10	0.0	1212.0	1.80	7.3	0.35	0.0	908.6	0.71	9.8
35	2.42	22.9	663.3	0.32	12.6	0.11	0.0	723.9	0.49	12.3	0.28	0.0	531.1	0.50	16.7
36	2.18	23.5	438.6	0.34	18.4	0.07	0.0	468.2	0.37	18.9	0.26	0.3	522.5	0.80	16.9
37	2.03	44.5	333.0	0.80	21.7	1.28	35.9	367.0	0.19	20.8	0.13	0.0	497.4	0.93	17.8
38	0.98	24.1	403.4	0.94	20.0	0.17	9.7	416.3	0.54	20.5	0.16	0.1	528.6	1.32	16.8
39	2.01	52.8	450.9	2.34	16.4	0.86	45.0	482.5	2.81	16.0	0.11	0.4	694.0	3.05	12.8

EMISSION RESULTS IN GRAMS PER MILE (PER MINUTE FOR IDLE)

FUEL ECONOMY IN MILES PER GALLON (MINUTES PER GALLON FOR IDLE)

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

APPENDIX E,CONT'D

LISTING OF MODAL RESULTS ON INDIVIDUAL VEHICLES

DENVER

	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID
	022	1975	CHRY	NEWP	400	023	1975	DODG	CORO	318	024	1975	DODG	DART	225
MODE NO.	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG
1	3.05	145.3	1242.3	7.31	6.0	3.21	50.5	1172.0	11.08	7.0	9.64	247.8	698.3	3.75	7.9
2	0.32	5.3	449.8	0.64	19.3	1.61	34.9	306.5	0.82	24.2	3.68	48.5	176.8	0.68	33.5
3	0.59	0.0	1517.2	3.52	5.8	5.36	124.2	1193.3	2.55	6.3	8.71	196.9	707.4	3.01	8.5
4	0.62	36.7	873.6	2.72	9.5	1.52	25.2	816.2	3.96	10.3	4.17	121.0	496.6	2.14	12.7
5	0.54	34.5	716.0	3.61	11.5	0.69	2.8	705.6	8.64	12.5	2.82	70.3	446.2	3.41	15.7
6	0.12	1.2	308.2	0.75	28.6	0.42	5.1	231.7	1.62	36.8	1.04	12.7	141.9	0.65	53.7
7	4.33	266.5	794.4	3.30	7.2	1.28	20.2	872.5	9.15	9.8	3.75	136.4	536.5	5.36	11.6
8	0.43	13.0	351.2	1.25	23.8	0.13	1.4	313.4	2.88	28.1	1.09	23.5	163.9	1.33	43.4
9	0.98	46.4	737.2	6.82	10.9	0.26	0.0	696.4	10.69	12.7	2.61	70.9	473.6	5.05	15.0
10	0.17	5.5	317.9	0.89	27.1	1.10	13.3	261.7	2.26	31.0	3.54	26.9	147.6	0.87	44.1
11	4.18	238.0	810.8	5.25	7.4	1.03	12.4	884.3	11.78	9.8	4.26	138.3	583.2	6.33	10.9
12	0.76	10.5	342.3	1.15	24.6	1.18	16.3	265.3	2.29	30.1	3.80	29.9	156.6	0.94	41.2
13	3.94	218.3	871.5	5.94	7.2	0.76	12.0	919.7	10.94	9.4	3.90	131.8	600.6	6.10	10.8
14	0.27	10.4	314.3	1.05	26.8	0.82	7.9	252.4	2.43	33.2	2.71	26.9	142.9	0.83	45.8
15	0.06	0.0	345.7	0.63	25.7	1.07	22.5	222.7	0.89	33.9	2.16	36.0	128.4	0.42	46.3
16	0.29	0.0	772.1	0.86	11.5	4.12	121.1	548.6	1.47	11.8	4.77	142.5	293.9	0.44	16.7
17	3.51	172.5	917.2	6.54	7.4	1.17	17.6	938.5	10.84	9.2	4.66	125.1	607.3	5.03	10.8
18	0.24	2.8	323.9	0.69	27.0	0.64	15.2	216.1	1.02	36.7	3.63	17.0	132.8	0.51	51.9
19	2.57	140.8	861.6	5.40	8.1	0.91	13.1	871.6	8.68	9.9	4.21	155.2	529.6	2.37	11.3
20	0.37	1.8	377.4	0.78	23.3	0.77	19.9	265.8	1.57	29.6	4.47	22.6	158.9	0.46	42.5
21	5.90	351.8	921.6	4.53	5.9	1.59	32.2	997.5	10.39	8.4	4.80	192.7	626.8	6.44	9.4
22	0.56	11.8	355.2	1.01	23.6	1.08	16.3	269.6	2.29	29.7	4.09	32.8	159.5	0.90	39.6
23	1.75	86.2	1123.2	7.19	7.0	2.37	49.9	1018.0	7.73	8.0	5.65	148.1	641.0	3.47	10.0
24	1.61	68.4	755.3	7.66	10.2	0.35	0.7	734.3	12.11	12.1	2.82	84.1	494.3	5.15	14.0
25	0.42	12.2	307.3	1.18	27.1	0.57	6.6	257.4	2.46	32.9	2.34	27.2	139.4	0.88	46.8
26	0.19	0.0	489.3	0.81	18.1	1.18	28.9	328.6	1.00	23.5	3.60	53.7	174.9	0.61	32.8
27	2.58	119.5	840.0	7.63	8.6	0.63	7.8	812.2	11.44	10.7	3.51	106.3	541.0	5.09	12.3
28	0.25	9.2	358.1	1.06	23.8	0.94	15.0	274.3	2.76	29.5	3.98	30.6	157.1	0.87	40.8
29	0.90	47.8	1055.7	5.51	7.8	1.69	33.7	930.2	5.67	9.0	5.39	140.9	563.6	2.70	11.1
30	3.67	225.4	721.4	3.52	8.2	0.46	2.7	795.1	7.91	11.1	3.76	166.3	490.1	3.19	11.6
31	0.74	14.3	303.4	1.21	27.0	0.30	4.1	264.4	2.98	32.6	1.67	27.6	139.5	0.91	47.2
32	0.18	0.0	465.8	0.69	19.0	1.10	31.8	311.7	1.12	24.3	4.85	61.6	156.6	0.45	33.0
BAG ACT.	1.25	65.0	615.1	3.21	12.3	0.84	15.5	548.7	5.00	15.4	3.34	70.7	345.3	2.70	19.0
CALC.	1.30	65.4	597.8	3.28	12.6	0.85	14.7	546.9	5.84	15.5	3.38	73.7	340.9	2.65	19.0
33	0.01	0.0	109.2	0.00	81.2	0.59	15.2	72.5	0.00	90.3	0.84	20.3	30.7	0.00	136.1
34	0.32	0.0	1346.6	0.00	6.6	6.91	170.5	891.1	0.00	7.5	9.64	229.9	388.5	0.10	11.4
35	0.21	0.0	691.4	0.00	12.8	3.50	87.7	458.9	0.00	14.6	3.52	68.4	446.1	0.32	15.7
36	0.22	0.0	479.1	0.03	18.5	2.41	57.6	357.7	0.00	19.5	2.56	61.6	280.0	0.20	23.1
37	0.22	0.0	451.0	0.82	19.6	0.99	4.2	347.8	2.85	24.8	1.53	20.7	227.4	1.15	33.5
38	0.07	0.9	509.8	1.40	17.4	0.13	0.0	381.3	3.86	23.2	0.30	7.2	287.5	0.44	29.6
39	1.23	75.0	514.0	3.17	14.0	0.11	0.2	509.0	7.23	17.4	1.81	71.6	311.2	2.62	20.7

EMISSION RESULTS IN GRAMS PER MILE (PER MINUTE FOR IDLE)

FUEL ECONOMY IN MILES PER GALLON (MINUTES PER GALLON FOR IDLE)

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

APPENDIX E, CONT'D

LISTING OF MODAL RESULTS ON INDIVIDUAL VEHICLES

DENVER

	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID
	025	1975	FORD	MUST	140	026	1975	FORD	TORI	351	027	1975	FORD	GRAN	250
MODE NO.	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG
1	7.24	98.1	664.6	1.19	10.5	3.76	158.6	1208.8	4.32	6.0	0.69	18.5	1240.2	2.87	7.0
2	0.31	1.5	253.1	0.29	34.6	0.44	9.5	386.1	0.41	22.1	0.08	0.3	304.7	0.75	29.1
3	0.57	22.0	986.9	0.72	8.7	3.52	134.3	1298.4	1.79	5.8	0.49	2.2	1249.6	1.92	7.1
4	0.58	17.2	543.4	1.82	15.5	1.71	40.5	843.7	3.52	9.7	0.41	0.3	835.1	1.62	10.6
5	1.07	15.2	477.6	1.13	17.6	1.48	46.1	727.6	4.20	11.0	0.32	2.5	696.2	2.81	12.7
6	0.02	0.7	165.0	0.59	53.4	0.96	6.8	280.5	0.45	30.2	0.06	0.1	217.2	0.69	40.8
7	0.39	36.0	415.6	0.98	18.7	3.09	156.2	814.0	6.58	8.3	2.67	144.6	629.6	2.75	10.3
8	0.13	9.2	224.6	0.47	37.1	1.62	5.9	288.0	1.17	29.4	0.12	0.4	289.2	0.65	30.6
9	0.27	24.0	477.7	1.35	17.2	1.13	42.7	733.0	5.47	11.0	1.17	112.1	562.3	2.64	12.0
10	0.00	0.6	182.1	0.63	48.5	1.29	5.0	287.9	0.83	29.6	0.06	0.1	248.9	0.49	35.6
11	2.07	49.2	478.9	0.83	15.8	1.94	107.0	909.6	6.57	8.2	3.11	170.9	689.3	3.88	9.2
12	0.09	5.2	202.9	0.41	42.0	1.98	5.5	292.0	0.85	28.9	0.08	0.2	269.0	0.48	32.9
13	3.35	70.9	510.9	0.97	14.0	1.81	93.9	963.4	6.61	7.9	1.53	127.3	818.3	3.09	8.7
14	0.06	2.1	183.9	0.45	47.4	1.04	5.2	292.6	0.86	29.2	0.05	0.1	247.0	0.48	35.9
15	0.03	1.1	172.5	0.21	50.9	0.24	8.1	305.4	0.26	27.8	0.10	0.2	248.4	0.55	35.6
16	0.08	3.2	479.1	0.30	18.3	1.36	29.7	692.0	0.47	11.9	0.27	0.6	580.2	0.35	15.3
17	5.94	81.0	581.5	1.10	12.2	2.36	111.1	967.3	5.11	7.7	0.37	30.4	1025.4	2.71	8.3
18	0.09	0.8	164.0	0.36	53.6	0.97	6.0	269.1	0.34	31.5	0.04	0.2	219.9	0.61	40.3
19	2.48	46.8	560.6	1.03	13.8	1.97	93.7	872.6	3.90	8.6	1.44	101.7	789.4	2.52	9.3
20	0.09	1.0	185.5	0.40	47.4	1.11	7.0	318.6	0.37	26.6	0.12	0.8	290.9	0.65	30.3
21	4.36	67.9	468.0	0.81	15.1	3.19	172.8	1004.4	7.25	6.9	3.24	193.0	796.7	2.97	8.0
22	0.24	19.1	204.2	0.28	37.8	1.33	6.0	311.9	0.92	27.3	0.11	0.6	278.0	0.51	31.8
23	4.03	112.6	715.5	1.06	9.8	2.73	89.7	1097.4	5.13	7.1	0.37	0.4	1150.1	3.10	7.7
24	0.68	38.2	459.4	0.96	17.0	1.35	67.5	769.0	4.55	10.1	1.42	87.5	640.2	2.73	11.3
25	0.05	3.2	193.3	0.49	44.7	1.46	5.5	272.7	0.87	31.0	0.06	0.1	250.9	0.46	35.3
26	0.04	1.6	230.6	0.28	38.1	0.69	9.0	381.6	0.38	22.3	0.13	0.3	326.8	0.63	27.1
27	2.31	74.7	502.9	0.95	14.1	1.59	72.2	849.8	5.87	9.2	0.39	47.8	836.9	2.52	9.7
28	0.04	0.7	198.2	0.48	44.5	1.06	6.8	311.9	0.75	27.2	0.05	0.2	268.6	0.47	33.0
29	1.26	95.9	680.4	0.71	10.6	2.46	94.6	974.6	3.78	7.8	0.31	0.3	1033.9	2.07	8.6
30	0.84	42.0	450.9	0.86	17.1	1.96	106.0	797.0	5.31	9.2	1.78	118.1	627.2	1.90	10.8
31	0.09	7.5	193.7	0.44	43.1	1.52	6.5	281.1	1.07	30.0	0.08	0.1	246.0	0.48	36.0
32	0.00	1.5	211.4	0.22	41.5	0.39	12.3	392.7	0.32	21.5	0.14	0.3	321.5	0.72	27.5
BAG ACT.	0.92	34.1	372.7	0.70	20.7	1.23	41.1	579.1	3.05	13.7	0.61	35.5	502.1	1.53	15.9
CALC.	0.95	35.7	373.6	0.72	20.5	1.26	41.2	580.7	2.98	13.7	0.64	35.8	516.1	1.61	15.5
33	0.01	0.0	49.6	0.01	178.6	0.26	3.9	94.6	0.08	87.4	0.04	0.0	74.9	0.06	118.4
34	0.19	0.0	636.1	0.17	13.9	2.94	35.7	1172.7	0.79	7.2	0.48	0.0	861.2	0.63	10.3
35	0.14	0.0	632.7	0.29	14.0	0.93	12.9	764.1	0.55	11.3	0.29	0.0	630.4	0.70	14.1
36	0.10	0.0	425.4	0.21	20.8	0.66	5.8	507.6	0.42	17.1	0.17	0.0	413.0	0.61	21.5
37	0.12	0.0	291.1	0.66	30.4	0.43	10.8	408.3	0.78	20.8	0.18	0.0	312.8	1.88	28.3
38	0.14	0.0	260.7	1.61	34.0	0.41	10.9	433.6	1.04	19.6	0.16	0.0	350.8	1.00	25.3
39	0.02	0.5	390.2	1.36	22.7	0.17	12.9	545.0	3.17	15.7	0.05	0.0	506.8	1.48	17.5

EMISSION RESULTS IN GRAMS PER MILE (PER MINUTE FOR IDLE)
FUEL ECONOMY IN MILES PER GALLON (MINUTES PER GALLON FOR IDLE)
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

APPENDIX E,CONT'D

LISTING OF MODAL RESULTS ON INDIVIDUAL VEHICLES

DENVER

	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID
	028	1975	FORD	LTD	351	029	1975	FORD	LTD	400	030	1975	MERC	MARQ	400
MODE NO.	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG
1	7.64	287.6	1130.8	3.10	5.5	2.41	74.3	1366.2	7.04	6.0	5.91	238.9	1320.1	4.08	5.2
2	2.76	68.9	369.0	0.28	18.3	0.58	15.8	494.3	0.70	17.0	2.12	69.2	390.6	0.33	17.5
3	9.25	248.0	1237.4	1.82	5.4	3.17	160.0	1455.9	1.82	5.2	6.68	249.2	1487.3	2.17	4.7
4	4.18	115.3	814.0	1.95	8.8	1.79	67.9	879.3	2.21	8.9	3.15	83.8	899.3	1.95	8.5
5	2.98	75.6	709.6	3.05	10.6	1.23	44.4	772.3	3.95	10.5	2.69	79.6	783.4	2.91	9.7
6	2.00	32.6	234.2	0.31	30.4	0.60	8.8	322.8	0.41	26.2	2.00	38.7	271.5	0.31	26.2
7	6.60	420.3	802.0	2.28	6.0	2.93	202.9	853.6	2.22	7.5	5.09	353.6	859.0	2.92	6.2
8	2.21	32.0	260.8	0.83	27.9	1.04	10.2	332.7	1.18	25.2	2.25	24.2	306.3	1.18	25.2
9	3.13	115.3	650.8	3.82	10.5	0.78	72.9	795.6	2.95	9.7	2.67	93.9	757.3	3.75	9.7
10	2.80	34.1	251.4	0.88	28.3	0.71	8.7	334.0	0.80	25.4	2.75	24.1	290.4	0.70	26.3
11	5.02	287.9	770.0	2.44	7.2	1.21	130.3	990.1	3.02	7.4	3.98	188.2	934.8	4.46	7.1
12	3.79	36.7	269.0	0.86	26.2	1.21	8.6	353.3	0.86	23.9	3.77	26.1	303.7	0.82	24.9
13	5.04	275.9	820.1	2.44	7.0	1.45	135.2	1007.1	3.26	7.2	4.21	185.3	974.1	4.52	6.9
14	2.73	31.3	235.6	0.82	30.2	0.65	8.1	333.6	1.02	25.5	3.03	23.7	272.7	0.76	27.8
15	2.25	67.2	252.3	0.31	24.3	0.25	8.8	375.8	0.44	22.7	1.79	71.5	279.2	0.27	22.3
16	5.61	159.2	677.2	0.61	9.4	1.39	35.6	941.5	1.31	8.9	3.86	96.0	754.7	0.50	9.7
17	4.95	208.7	864.5	2.71	7.3	1.61	82.2	1034.8	4.75	7.6	4.44	178.0	1027.6	3.48	6.7
18	2.19	43.9	248.6	0.30	27.3	0.32	7.9	340.1	0.37	25.1	2.51	48.5	270.9	0.25	25.0
19	4.71	224.8	757.2	1.91	7.9	1.38	69.5	960.1	4.03	8.3	3.89	156.7	949.1	3.98	7.3
20	2.84	50.2	287.3	0.29	23.7	0.40	10.0	403.1	0.41	21.1	3.15	54.1	320.5	0.25	21.4
21	7.57	483.0	857.2	2.17	5.4	2.50	247.1	1088.8	2.54	6.0	5.35	317.0	1074.0	3.96	5.6
22	3.56	46.0	253.3	0.63	26.3	0.84	10.4	367.5	0.86	23.0	3.48	26.1	300.1	0.67	25.2
23	6.52	237.4	950.8	2.18	6.6	1.95	102.2	1197.4	2.80	6.5	4.87	164.2	1146.5	2.95	6.3
24	4.14	205.0	653.1	1.98	9.0	0.88	76.3	842.3	2.85	9.2	3.25	141.2	781.9	3.11	8.8
25	3.49	33.0	225.4	0.80	30.8	0.73	8.4	310.6	0.80	27.2	3.25	33.1	265.9	0.70	27.0
26	2.78	71.9	382.1	0.44	17.6	0.44	17.4	512.4	0.64	16.4	1.88	55.2	429.0	0.54	17.0
27	4.61	209.0	737.1	2.41	8.2	0.98	77.5	927.0	3.37	8.4	3.77	165.3	865.9	3.23	7.8
28	3.36	48.7	260.3	0.67	25.5	0.57	9.9	372.3	0.76	22.8	3.19	38.1	311.2	0.53	23.3
29	5.57	178.8	859.5	1.95	7.7	1.55	84.2	1088.4	1.86	7.2	4.61	171.8	1024.5	2.09	6.8
30	5.35	299.5	678.7	1.90	7.6	1.55	169.8	875.7	2.03	7.7	3.69	188.9	825.8	3.35	7.8
31	3.15	32.4	228.3	0.78	30.7	0.71	8.2	311.1	0.76	27.2	3.31	30.6	259.9	0.83	27.9
32	4.00	103.3	335.1	0.38	17.4	0.43	16.9	509.0	0.57	16.5	1.70	42.8	409.2	0.48	18.4
BAG ACT.	3.52	127.4	505.2	1.42	12.4	0.86	53.1	632.4	1.92	12.3	3.01	97.5	584.5	2.04	11.9
CALC.	3.59	126.9	509.1	1.51	12.3	0.88	51.0	645.1	1.98	12.2	3.05	97.3	590.7	2.03	11.8
33	0.75	16.3	94.9	0.06	72.2	0.27	3.2	122.2	0.16	69.3	0.57	16.3	93.9	0.05	73.1
34	5.20	83.3	1358.9	0.82	5.9	2.88	18.9	1450.1	1.68	6.0	6.63	160.1	1184.7	0.64	6.1
35	1.47	17.0	806.1	0.51	10.6	1.44	13.6	725.1	0.75	11.8	3.04	59.2	616.5	0.30	12.3
36	1.05	11.7	520.7	0.36	16.4	0.96	10.5	498.0	0.46	17.1	1.91	31.5	433.8	0.23	18.1
37	0.52	7.4	412.0	0.72	20.9	0.34	11.4	435.7	0.66	19.5	1.21	32.7	464.2	0.61	17.1
38	0.54	13.0	449.1	0.92	18.8	0.23	14.9	509.3	0.57	16.6	1.59	43.6	500.2	0.55	15.5
39	2.02	5.2	464.2	3.69	18.5	0.25	17.1	551.2	2.81	15.3	1.80	49.5	506.8	2.69	15.0

EMISSION RESULTS IN GRAMS PER MILE (PER MINUTE FOR IDLE)

FUEL ECONOMY IN MILES PER GALLON (MINUTES PER GALLON FOR IDLE)

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

APPENDIX E,CONT'D

LISTING OF MODAL RESULTS ON INDIVIDUAL VEHICLES

DENVER

	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID
	031	1975	MERC	MONG	351	032	1975	OLDS	DELT	350	033	1975	OLDS	CUTL	350
MODE NO.	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG
1	3.11	125.9	1165.1	3.90	6.5	7.63	379.2	1080.0	2.62	5.2	3.70	156.9	1100.6	2.55	6.5
2	0.88	19.6	393.7	0.25	20.8	1.74	31.7	299.9	0.89	25.0	0.12	3.6	271.1	0.06	32.0
3	3.29	140.3	1235.3	0.81	6.1	7.22	196.0	1244.2	2.43	5.6	1.47	94.2	1219.3	0.88	6.5
4	1.82	80.7	799.5	1.58	9.5	5.15	220.4	728.7	1.47	8.1	2.35	77.6	778.6	1.05	9.8
5	1.35	59.2	693.8	2.58	11.2	2.68	122.2	624.0	1.82	10.8	2.01	70.4	652.0	1.95	11.5
6	1.12	11.0	279.5	0.27	29.6	1.20	13.9	216.7	0.33	36.6	0.81	13.1	188.7	0.25	41.9
7	4.17	333.6	732.0	1.82	7.0	5.55	338.4	749.1	2.88	6.8	6.50	457.1	641.2	0.72	6.4
8	1.06	12.5	331.1	1.10	25.1	1.34	26.3	238.7	0.61	31.2	1.08	23.5	238.2	0.55	31.9
9	0.90	55.6	691.6	2.64	11.4	3.75	246.8	563.8	1.29	9.2	4.49	273.9	530.1	1.19	9.1
10	1.50	10.3	292.5	0.63	28.3	2.19	27.3	224.5	0.45	32.3	1.43	21.1	225.1	0.41	33.8
11	2.37	212.4	823.6	2.23	7.6	6.39	422.3	671.0	1.36	6.6	6.57	430.5	616.3	0.83	6.8
12	2.03	11.0	309.6	0.77	26.6	2.73	31.2	231.7	0.44	30.7	2.16	25.2	218.1	0.44	33.6
13	2.06	177.3	894.6	2.87	7.5	6.80	437.2	715.9	1.42	6.2	6.29	382.1	694.5	1.36	6.7
14	1.41	9.9	282.7	0.69	29.3	1.96	26.2	222.9	0.44	32.8	1.20	20.1	221.8	0.45	34.5
15	0.54	12.2	311.2	0.31	26.7	0.70	13.1	244.4	1.02	33.2	0.54	8.2	213.0	0.58	39.0
16	1.79	47.7	700.3	0.63	11.4	5.37	125.8	489.7	0.49	12.6	0.26	2.1	534.4	0.82	16.5
17	1.85	99.9	948.9	3.38	8.0	5.89	342.7	790.0	1.81	6.6	4.13	198.4	820.3	2.41	7.8
18	1.29	11.9	292.2	0.26	28.2	1.79	21.7	210.2	0.30	35.5	0.85	8.9	202.7	0.30	40.5
19	1.60	79.0	863.2	3.24	8.9	5.97	353.4	704.9	1.44	6.9	3.06	133.4	778.2	2.32	8.9
20	1.11	13.3	345.2	0.26	24.0	2.39	30.5	244.8	0.38	29.5	1.10	9.5	228.0	0.32	36.0
21	4.11	349.4	901.2	2.24	6.1	7.17	468.2	819.2	2.42	5.6	7.13	503.1	726.0	0.99	5.8
22	1.59	12.3	318.7	0.75	25.9	2.50	33.3	235.9	0.44	30.0	1.46	19.9	234.0	0.44	32.9
23	2.37	107.8	1046.1	2.90	7.3	5.06	188.8	1012.4	3.16	6.7	2.77	101.3	1015.6	2.60	7.5
24	1.08	80.2	747.2	2.72	10.1	4.48	294.5	580.0	1.33	8.4	4.11	261.6	562.5	1.18	9.0
25	1.41	10.7	282.8	0.74	29.2	1.81	26.0	212.1	0.45	34.3	1.10	18.0	210.0	0.46	36.7
26	0.73	17.7	413.7	0.31	20.0	1.48	26.8	324.5	1.47	23.9	0.13	3.7	280.0	0.93	31.0
27	1.33	84.3	844.7	3.42	9.0	5.54	349.3	661.6	1.50	7.2	3.66	180.3	703.1	2.59	8.9
28	1.39	12.3	320.2	0.70	25.8	2.15	28.9	235.9	0.44	30.8	1.05	17.3	244.3	0.55	32.3
29	2.02	89.6	939.5	1.83	8.2	4.37	141.7	928.7	3.02	7.6	2.51	93.4	895.0	1.81	8.5
30	2.04	190.6	732.5	1.92	8.5	4.96	342.1	633.8	1.61	7.5	5.58	361.3	599.0	1.21	7.5
31	1.64	10.9	270.0	0.71	30.4	1.85	29.5	198.0	0.40	35.5	1.08	19.2	202.8	0.50	37.5
32	0.67	17.2	409.4	0.35	20.2	2.00	32.3	296.4	1.29	25.1	0.35	6.3	275.8	0.39	30.9
BAG ACT.	1.37	63.8	555.9	1.67	13.4	3.19	145.5	443.9	1.08	13.0	2.43	116.4	447.5	0.98	13.9
CALC.	1.39	66.4	566.3	1.67	13.1	3.31	146.7	461.4	1.13	12.6	2.56	118.8	460.2	1.03	13.5
33	0.26	5.1	98.8	0.04	82.4	0.61	13.4	67.6	0.06	98.0	0.00	0.0	65.3	0.07	135.8
34	3.16	61.9	1191.0	0.40	6.8	7.89	148.1	810.9	0.58	8.3	0.00	0.0	794.3	0.42	11.2
35	1.08	25.9	791.2	0.35	10.6	3.97	74.2	419.0	0.34	16.2	0.03	0.0	563.8	0.38	15.7
36	1.03	16.5	397.0	0.15	20.8	2.93	53.5	312.9	0.23	21.8	0.06	0.0	372.3	0.31	23.8
37	0.38	14.6	402.9	0.37	20.8	1.12	6.8	308.1	1.41	27.5	0.18	0.5	316.6	0.62	27.9
38	0.36	18.0	437.2	0.50	19.0	1.02	19.8	378.7	0.51	21.5	0.68	15.7	378.0	0.40	21.9
39	1.97	112.8	404.3	1.59	15.1	1.68	62.3	447.1	1.17	16.1	1.75	61.1	452.5	1.23	16.0

EMISSION RESULTS IN GRAMS PER MILE (PER MINUTE FOR IDLE)
FUEL ECONOMY IN MILES PER GALLON (MINUTES PER GALLON FOR IDLE)
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

APPENDIX E,CONT'D

LISTING OF MODAL RESULTS ON INDIVIDUAL VEHICLES

DENVER

	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID
	034	1975	OLDS	DELT	455	035	1975	PLYM	FURY	318	036	1975	PLYM	DUST	225
MODE NO.	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG
1	2.57	104.9	1327.8	5.69	5.9	4.98	140.4	1122.1	6.19	6.5	13.91	251.3	680.9	2.61	7.9
2	0.51	7.9	340.2	0.47	25.1	1.35	21.9	339.2	0.76	23.5	1.04	16.0	247.8	0.62	32.1
3	1.29	49.1	1392.2	2.02	6.0	4.49	128.8	1295.8	2.02	5.9	3.45	87.6	1033.5	2.99	7.5
4	1.42	48.5	565.6	2.86	8.5	2.55	60.9	792.9	2.60	9.9	4.04	81.7	525.2	1.94	13.3
5	1.55	49.1	790.7	3.60	10.2	1.92	26.2	644.1	5.50	12.8	2.21	99.3	402.9	1.93	15.7
6	0.27	1.1	182.5	0.35	47.9	0.52	5.7	210.3	0.58	40.2	0.78	7.4	148.2	0.63	54.7
7	4.38	367.5	851.8	2.69	6.2	3.02	117.3	783.3	7.69	9.1	2.95	113.4	431.2	4.18	14.3
8	0.27	0.8	196.1	0.61	44.8	0.28	4.0	235.4	0.57	36.6	0.69	11.0	180.5	0.81	44.4
9	1.79	72.3	779.5	5.09	9.9	0.35	3.6	686.7	6.57	12.8	2.36	95.6	428.8	2.82	15.1
10	0.17	1.1	208.3	0.37	42.2	0.23	3.6	231.8	0.39	37.3	1.40	11.1	168.8	0.57	46.6
11	2.92	160.1	905.5	5.41	7.6	0.91	20.0	889.2	7.78	9.6	4.26	130.5	441.2	4.07	13.5
12	0.30	2.6	192.1	0.49	45.0	0.55	8.6	235.2	0.72	35.4	1.98	14.5	176.8	0.63	43.1
13	2.95	149.1	950.8	5.40	7.4	0.78	18.1	917.3	6.67	9.4	5.06	152.4	501.3	4.37	11.7
14	0.17	0.9	195.1	0.35	45.0	0.37	8.7	208.1	0.67	39.8	1.45	10.2	162.8	0.61	48.4
15	0.11	1.9	238.7	0.75	36.7	0.37	12.6	249.8	0.55	32.8	0.52	5.1	186.3	0.79	45.3
16	0.23	11.2	679.5	0.71	12.7	1.54	24.2	670.1	0.93	12.4	1.35	21.0	530.7	0.91	15.6
17	2.74	104.4	1006.1	5.25	7.5	1.59	35.3	924.7	5.44	9.0	7.24	176.2	513.5	3.26	10.9
18	0.18	1.4	205.9	0.38	42.5	0.42	8.8	220.4	0.46	37.7	1.19	12.8	157.2	0.51	49.0
19	2.48	90.7	997.7	5.73	7.7	1.15	22.6	883.7	5.36	9.6	3.20	105.6	470.3	2.91	13.7
20	0.19	1.7	253.1	0.38	34.6	0.36	7.0	268.4	0.45	31.6	1.23	13.8	185.9	0.45	41.9
21	4.74	353.1	955.0	3.37	5.8	1.60	39.1	1018.3	9.93	8.2	5.36	140.1	444.2	3.34	13.0
22	0.25	2.6	215.4	0.40	40.3	0.43	7.7	244.5	0.82	34.4	1.55	13.2	188.2	0.52	41.5
23	2.41	81.3	1124.4	4.13	7.0	2.08	56.6	1027.8	4.02	7.9	9.67	185.1	669.9	2.75	9.0
24	2.08	78.0	789.5	5.00	9.7	0.65	9.4	721.4	6.49	12.0	2.49	104.0	433.7	3.14	14.7
25	0.23	2.8	185.8	0.44	46.5	0.44	6.5	212.5	0.85	39.6	1.42	11.4	148.6	0.59	51.9
26	0.21	2.7	342.8	0.84	25.5	0.61	18.2	356.5	0.80	22.9	0.85	11.1	261.3	0.79	31.5
27	2.42	88.9	862.7	4.85	8.8	0.67	11.6	822.3	6.29	10.5	4.30	126.1	463.9	3.88	13.1
28	0.25	2.6	231.8	0.47	37.5	0.36	6.9	248.6	0.77	34.1	1.39	12.3	179.4	0.59	43.7
29	2.62	88.9	986.6	3.50	7.8	1.74	48.1	925.1	2.99	8.8	4.09	108.2	615.7	2.07	11.1
30	2.82	153.9	844.7	4.72	8.1	1.35	30.8	757.8	8.10	10.9	2.80	125.8	440.7	3.29	13.7
31	0.31	2.8	177.2	0.51	48.6	0.47	6.2	213.3	0.88	39.5	1.36	10.9	152.8	0.60	51.0
32	0.29	5.3	325.6	0.43	26.5	0.71	21.4	353.0	0.82	22.8	0.83	14.5	243.7	0.68	33.0
BAG ACT.	1.11	54.4	538.9	2.20	14.1	0.72	18.3	523.0	2.93	16.0	2.28	59.1	338.1	2.05	20.3
CALC.	1.16	51.2	535.7	2.20	14.3	0.76	17.8	519.8	2.96	16.1	2.33	59.0	338.7	2.02	20.2
33	0.08	0.0	78.0	0.04	113.4	0.39	9.7	88.0	0.07	84.9	0.22	4.7	66.6	0.06	119.0
34	0.81	0.0	973.1	0.48	9.1	5.20	140.3	1056.0	0.73	6.9	3.65	57.2	772.5	1.60	10.2
35	0.43	0.0	495.9	0.16	17.8	2.71	76.1	620.1	0.43	11.9	3.51	9.9	505.3	0.78	16.7
36	0.21	0.0	449.6	0.27	19.7	1.75	46.3	431.2	0.30	17.4	0.75	7.2	338.7	0.55	25.2
37	0.11	0.0	361.4	1.08	24.5	1.29	22.0	287.2	0.95	27.2	0.55	0.9	216.3	1.24	40.4
38	0.10	0.0	423.4	0.98	20.9	0.45	4.8	339.8	0.97	25.5	0.90	6.6	244.5	2.08	34.4
39	0.10	0.5	504.7	2.23	17.5	0.62	12.7	397.4	3.05	21.2	1.19	26.8	311.6	2.42	24.8

EMISSION RESULTS IN GRAMS PER MILE (PER MINUTE FOR IDLE)
FUEL ECONOMY IN MILES PER GALLON (MINUTES PER GALLON FOR IDLE)
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

APPENDIX E,CONT'D

LISTING OF MODAL RESULTS ON INDIVIDUAL VEHICLES

DENVER

	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID
	037	1975	PONT	CATA	400	038	1975	PONT	LEMA	350	039	1975	PONT	GRNV	455
MODE NO.	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG
1	2.14	87.3	1278.1	5.39	6.2	9.26	291.0	1050.8	2.53	5.8	5.95	400.0	1304.8	1.67	4.5
2	0.07	2.2	404.6	0.57	21.7	0.80	15.7	281.5	0.11	28.7	0.18	0.0	421.4	0.42	21.0
3	0.56	23.9	1404.0	2.80	6.1	6.15	128.2	1239.7	1.05	6.1	1.94	142.3	1616.3	0.96	4.8
4	0.49	17.2	835.6	4.57	10.3	3.49	121.8	756.4	1.00	9.3	2.28	150.2	917.0	0.75	7.6
5	1.15	33.4	688.1	3.81	11.9	3.06	84.5	638.6	1.68	11.4	2.53	178.2	710.4	0.74	8.9
6	0.05	1.0	256.3	0.83	34.4	0.97	12.8	206.4	0.25	38.7	0.12	0.6	265.6	0.16	33.2
7	3.02	162.1	812.3	5.54	8.2	5.30	201.3	748.5	2.86	8.2	4.94	355.9	804.9	2.46	6.4
8	0.29	1.6	282.8	2.69	31.0	0.47	10.3	240.0	0.19	34.4	0.19	1.0	278.7	0.60	31.6
9	1.30	37.9	690.5	5.96	11.8	3.39	116.4	598.7	2.26	11.2	2.74	207.3	644.1	0.98	9.1
10	0.07	0.0	281.4	1.83	31.5	0.63	10.9	223.6	0.18	36.6	0.11	0.6	274.6	0.51	32.2
11	2.54	86.8	888.6	7.50	8.6	5.26	236.1	727.7	2.38	8.0	4.91	373.0	791.6	1.28	6.4
12	0.10	1.1	302.5	1.98	29.1	1.42	19.6	230.7	0.31	33.4	0.29	3.7	298.8	0.30	29.0
13	2.51	89.7	929.7	7.31	8.2	5.89	227.8	770.5	2.98	7.7	5.17	385.6	849.5	1.26	6.0
14	0.06	0.8	268.6	1.94	32.9	0.69	14.2	224.3	0.25	35.7	0.37	6.5	254.0	0.37	33.4
15	0.02	1.6	302.1	0.75	29.1	0.15	1.7	222.7	0.66	39.3	0.10	0.0	299.4	0.54	29.6
16	0.00	0.0	821.6	0.60	10.8	0.16	5.1	514.9	0.89	17.0	0.09	0.0	803.3	0.60	11.0
17	2.37	88.5	935.5	5.60	8.2	5.29	217.5	804.4	2.02	7.6	4.76	336.2	927.7	1.05	6.0
18	0.18	2.6	257.6	0.63	33.8	1.05	18.3	193.7	0.32	39.3	0.22	5.6	270.4	0.20	31.7
19	1.81	60.7	887.1	5.94	9.0	3.92	142.5	791.1	2.36	8.6	3.81	274.8	850.2	0.99	6.9
20	0.20	3.3	309.9	0.61	28.1	1.58	23.3	230.0	0.36	32.7	0.28	5.1	318.0	0.16	27.1
21	3.12	116.0	1045.1	9.24	7.2	6.59	274.7	842.1	3.10	6.9	7.03	506.5	941.8	1.88	5.0
22	0.08	0.0	295.7	1.71	30.0	1.13	18.3	227.4	0.44	34.2	0.31	5.2	298.4	0.42	28.9
23	1.15	50.5	1103.6	6.23	7.5	4.94	174.6	963.8	1.91	7.1	3.96	256.8	1159.4	1.16	5.6
24	1.89	66.8	720.5	5.38	10.7	3.58	137.7	631.9	2.11	10.3	3.61	270.7	669.1	0.86	8.0
25	0.09	0.8	257.0	1.82	34.3	0.70	13.1	220.3	0.37	36.5	0.27	5.9	247.6	0.28	34.4
26	0.08	2.3	415.7	0.94	21.2	0.22	8.1	299.4	1.02	28.4	0.14	0.0	416.7	0.64	21.3
27	2.24	81.9	814.9	5.10	9.3	4.84	187.7	693.5	2.09	8.8	4.09	290.7	773.4	1.02	7.1
28	0.08	0.0	300.4	1.50	29.5	1.00	18.3	233.4	0.51	33.5	0.27	5.2	296.9	0.30	29.0
29	0.20	7.1	1017.8	6.95	8.6	4.55	171.7	858.6	1.54	7.8	2.84	167.8	1054.5	1.30	6.7
30	2.10	74.0	789.9	6.28	9.7	3.81	150.2	674.3	2.57	9.6	4.26	331.2	696.6	1.11	7.2
31	0.19	1.7	246.3	1.85	35.6	1.08	15.2	206.2	0.56	38.0	0.36	9.2	244.5	0.42	34.1
32	0.07	2.2	393.2	0.48	22.4	0.35	13.3	272.3	1.05	30.2	0.14	0.0	400.8	0.62	22.1
BAG ACT.	0.85	31.0	548.5	3.67	14.8	2.56	82.3	467.1	1.09	14.7	1.65	110.9	549.0	0.82	12.2
CALC.	0.89	31.0	558.7	3.79	14.5	2.65	85.8	477.8	1.22	14.3	1.78	114.8	549.3	0.86	12.1
33	0.03	0.0	102.3	0.07	86.7	0.00	0.0	67.7	0.00	131.0	0.03	0.0	100.2	0.08	88.5
34	0.57	0.0	1247.5	0.66	7.1	0.06	0.0	792.1	0.00	11.2	0.78	0.0	1193.1	0.71	7.4
35	0.39	0.0	663.4	0.17	13.4	0.21	0.0	734.2	0.37	12.1	0.61	0.0	596.6	0.34	14.8
36	0.28	0.0	442.3	0.17	20.0	0.18	0.0	478.4	0.27	18.5	0.92	0.0	516.0	0.50	17.1
37	0.27	0.0	378.4	0.78	23.4	0.10	0.0	378.8	0.79	23.4	0.14	0.0	434.8	0.31	20.4
38	0.10	0.0	415.9	2.60	21.3	0.13	6.4	407.0	0.22	21.3	0.10	0.0	444.7	0.78	19.9
39	0.08	0.0	508.4	5.49	17.5	0.13	7.7	478.1	1.11	18.1	0.15	2.0	540.2	1.77	16.3

EMISSION RESULTS IN GRAMS PER MILE (PER MINUTE FOR IDLE)

FUEL ECONOMY IN MILES PER GALLON (MINUTES PER GALLON FOR IDLE)

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

APPENDIX E,CONT'D

LISTING OF MODAL RESULTS ON INDIVIDUAL VEHICLES

DENVER

	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID
	040	1976	CAPR	SEDA	140	041	1975	DATS	B210	85	042	1975	HOND	SEDA	91
MODE NO.	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG
1	14.36	126.2	779.2	2.14	8.7	4.95	170.3	508.8	3.21	11.2	4.86	153.9	402.8	1.35	13.4
2	3.21	81.4	179.1	0.15	28.0	1.12	12.2	131.9	0.84	57.4	0.57	16.6	162.4	0.19	46.6
3	10.01	334.5	786.0	1.11	6.6	6.06	153.2	438.6	1.37	12.7	3.62	133.7	525.9	0.52	11.9
4	4.22	135.1	419.3	0.65	13.8	2.52	65.9	364.3	2.48	18.7	2.33	64.1	312.8	1.02	21.1
5	3.09	78.7	387.2	1.22	17.0	2.19	62.3	321.8	3.29	20.8	2.01	68.5	267.1	1.36	23.3
6	1.41	35.7	101.6	0.14	54.8	0.63	7.7	125.7	1.05	63.5	0.43	13.5	121.3	0.45	61.7
7	0.84	40.8	410.4	0.94	18.6	3.36	127.0	413.3	4.12	14.2	2.33	110.3	229.2	0.84	21.7
8	1.30	46.3	109.0	0.16	47.7	0.63	9.1	150.3	1.71	53.3	0.80	15.4	136.3	1.22	54.4
9	1.04	46.6	421.7	1.62	17.8	2.40	89.7	323.9	3.12	18.8	2.27	109.6	238.1	1.30	21.3
10	2.26	42.5	117.1	0.18	46.5	0.50	7.9	135.8	1.28	59.2	0.36	11.2	126.9	0.86	60.9
11	2.99	44.5	511.9	1.20	15.0	3.32	139.3	418.6	3.90	13.7	4.01	157.5	256.8	0.85	17.2
12	3.59	44.6	118.1	0.15	44.5	0.50	7.8	133.2	1.27	60.4	0.84	11.2	126.9	1.00	60.3
13	3.08	66.5	557.9	1.44	13.2	3.53	142.1	450.4	4.39	13.0	4.66	171.5	279.0	0.97	15.8
14	2.43	38.6	110.6	0.16	49.6	0.45	7.2	138.6	1.32	58.7	0.49	10.6	122.6	0.96	63.0
15	1.99	66.4	111.3	0.08	40.0	0.66	8.2	122.0	0.98	64.8	0.70	11.3	120.6	0.14	63.1
16	5.33	174.3	340.9	0.19	14.1	1.20	33.7	194.8	0.29	35.3	0.83	22.3	320.8	0.30	24.8
17	6.13	103.5	621.1	1.54	11.0	3.38	112.1	446.0	4.55	14.0	3.78	135.3	298.8	1.15	17.0
18	2.07	49.1	106.9	0.09	46.6	0.58	7.4	122.2	0.82	65.4	0.45	12.1	118.4	0.43	63.9
19	2.55	83.5	535.4	1.45	13.2	2.42	59.5	419.8	5.62	17.0	2.87	92.9	325.7	1.78	18.5
20	2.29	59.2	127.1	0.12	39.0	0.57	8.3	126.5	0.85	62.8	0.69	13.0	127.0	0.41	59.4
21	1.13	57.3	554.5	1.36	13.7	3.90	164.3	459.0	4.22	12.2	5.39	165.7	258.2	0.84	16.6
22	3.05	56.1	116.5	0.10	41.4	0.51	9.0	135.8	1.15	58.5	0.55	12.5	129.5	0.90	58.8
23	7.42	198.8	508.2	1.02	10.5	3.65	117.3	443.8	3.55	13.9	5.26	121.1	371.9	1.69	15.3
24	1.29	51.2	440.0	1.34	16.9	2.66	101.0	354.1	3.64	17.0	2.44	110.5	252.9	1.24	20.4
25	2.49	37.0	106.3	0.19	51.5	0.47	7.1	135.5	1.38	59.9	0.46	11.8	126.7	1.05	60.5
26	2.88	95.2	156.5	0.12	28.1	0.98	10.9	147.9	1.22	52.8	1.06	15.5	140.6	0.25	52.7
27	1.37	75.7	513.6	1.27	13.9	2.72	95.4	389.4	4.46	16.2	3.28	131.8	275.0	1.26	18.0
28	2.63	53.0	122.6	0.16	41.4	0.47	8.2	135.7	1.20	59.1	0.43	11.6	133.5	0.90	58.0
29	7.15	200.2	457.9	0.67	11.2	2.91	75.7	414.4	3.27	16.4	4.14	87.7	362.7	1.64	17.3
30	1.20	54.6	446.5	1.41	16.6	3.07	123.0	404.0	4.20	14.6	2.53	114.0	256.1	1.20	20.0
31	2.51	37.2	103.2	0.17	52.3	0.51	6.9	125.8	1.26	64.2	0.51	12.2	126.3	1.05	60.3
32	2.90	95.6	148.0	0.09	28.9	0.69	8.9	134.1	0.85	59.1	0.58	13.3	137.1	0.14	55.5
BAG ACT.	2.46	73.2	315.6	0.75	20.2	1.55	48.6	264.3	2.88	25.7	1.75	65.9	210.4	1.11	27.8
CALC.	2.51	74.6	295.3	0.64	21.1	1.64	49.3	264.2	2.67	25.6	1.82	65.9	207.5	1.09	28.0
33	0.64	19.5	47.1	0.03	111.2	0.22	4.9	19.2	0.01	321.6	0.15	4.0	25.4	0.01	275.2
34	0.68	1.5	953.6	0.40	9.3	2.35	54.9	291.1	0.14	23.1	1.89	60.7	328.7	0.08	20.6
35	0.08	0.0	691.9	0.34	12.8	1.52	39.3	196.7	0.11	33.7	0.63	37.9	426.0	0.22	18.2
36	0.07	0.0	374.6	0.20	23.7	1.31	31.3	163.7	0.23	40.9	0.34	21.6	275.0	0.14	28.6
37	0.03	0.0	314.8	0.33	28.2	0.98	7.9	182.4	1.94	44.9	0.43	19.7	209.0	0.25	36.8
38	1.54	48.4	199.4	0.45	31.7	1.09	10.7	215.9	2.50	37.6	0.67	25.4	175.6	0.85	40.8
39	1.72	55.4	247.6	1.05	26.1	1.04	12.4	281.3	4.44	29.2	0.90	28.7	222.9	2.94	32.8

EMISSION RESULTS IN GRAMS PER MILE (PER MINUTE FOR IDLE)

FUEL ECONOMY IN MILES PER GALLON (MINUTES PER GALLON FOR IDLE)

FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

APPENDIX E,CONT'D

LISTING OF MODAL RESULTS ON INDIVIDUAL VEHICLES

DENVER

	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID	VEH	YEAR	MAKE	MODL	CID
	043	1975	TOYO	CORO	133	044	1975	VOLK	SEDA	97	045	1975	VOLK	STAW	90
MODE NO.	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG	HC	CO	CO2	NOX	MPG
1	4.04	69.9	612.1	7.20	12.1	5.11	103.8	444.6	2.91	14.2	1.67	50.0	712.8	4.47	11.1
2	0.41	12.9	257.1	0.23	31.8	1.59	28.1	159.3	0.73	42.6	0.12	1.1	252.2	0.40	34.9
3	4.50	126.4	564.2	1.30	11.4	5.73	153.9	564.5	1.61	10.8	3.33	80.4	818.6	0.57	9.3
4	1.93	28.4	431.0	2.96	18.4	3.22	46.1	333.8	2.38	21.3	0.68	10.7	517.9	2.19	16.5
5	1.63	20.9	400.9	4.39	20.2	2.39	27.4	281.6	2.77	26.7	0.83	16.7	451.7	3.11	18.5
6	0.59	10.7	172.6	1.28	46.4	0.96	9.2	100.3	1.23	75.3	0.15	0.5	178.9	0.51	49.3
7	3.54	154.0	456.6	4.03	12.5	2.23	39.6	247.9	2.54	28.0	2.35	99.4	513.5	4.31	13.1
8	0.70	9.3	197.1	2.98	41.5	1.04	10.8	123.9	1.87	61.5	0.27	2.3	217.4	0.90	40.0
9	1.73	39.7	399.6	5.76	19.0	2.35	36.5	290.2	3.8[illegible]	25.0	1.39	59.2	431.1	3.75	16.8
10	0.43	7.1	187.5	1.98	44.4	1.71	10.1	115.5	1.30	64.8	0.14	1.1	195.8	0.68	44.8
11	3.25	138.8	443.8	3.47	13.2	2.55	43.9	285.9	3.25	24.5	2.06	82.9	531.5	4.94	13.3
12	0.47	7.2	192.5	1.97	43.2	2.22	10.4	119.1	1.39	62.3	0.16	1.3	208.0	0.64	42.2
13	3.38	137.8	467.3	3.85	12.8	3.04	54.4	308.7	3.40	22.0	1.81	65.0	544.5	3.87	13.6
14	0.37	6.8	177.0	1.95	47.0	1.35	9.7	112.6	1.24	67.2	0.13	2.0	194.0	0.65	44.9
15	0.50	16.3	187.4	0.37	41.4	1.27	24.7	116.4	0.36	55.7	0.12	0.8	217.0	0.29	40.6
16	0.74	25.8	366.1	0.20	21.7	2.91	69.7	309.7	0.65	20.7	0.32	5.6	529.2	0.25	16.5
17	3.08	81.9	488.6	4.63	14.2	3.79	66.2	353.4	3.43	18.9	1.44	32.3	573.7	4.48	14.1
18	0.44	9.7	172.1	0.82	47.0	0.96	11.7	103.2	0.89	71.2	0.11	0.6	181.5	0.42	48.6
19	2.44	64.3	473.5	4.72	15.2	3.11	49.5	323.2	3.04	21.6	0.87	16.4	562.1	4.57	15.0
20	0.54	11.1	196.8	0.95	41.1	1.17	14.2	127.4	0.75	57.8	0.13	0.7	214.0	0.37	41.2
21	4.12	194.3	508.1	3.53	10.7	2.86	50.6	286.7	2.93	23.6	3.22	138.9	567.4	4.71	11.2
22	0.47	7.2	195.5	1.99	42.6	2.06	16.0	125.2	1.32	56.5	0.19	2.0	210.4	0.67	41.4
23	2.88	65.5	552.6	3.90	13.4	5.29	90.6	430.4	3.28	15.1	2.08	51.1	613.3	3.21	12.7
24	1.84	57.9	409.7	4.07	17.5	2.37	34.2	283.0	3.28	25.8	1.43	59.1	447.1	3.11	16.3
25	0.41	6.4	172.7	2.23	48.2	1.53	8.4	107.1	1.40	71.0	0.18	2.5	191.4	0.60	45.3
26	0.41	15.3	274.7	0.39	29.6	1.98	31.2	155.9	0.71	42.0	0.19	1.1	284.5	0.42	30.9
27	2.20	57.7	452.9	5.79	16.1	3.09	52.5	325.5	3.82	21.2	1.29	42.2	515.7	4.70	15.1
28	0.41	8.5	193.1	1.83	42.7	1.72	13.0	121.4	1.17	60.3	0.14	2.0	210.4	0.69	41.5
29	2.27	52.0	519.3	3.41	14.6	4.81	76.0	396.0	2.96	16.7	1.80	32.5	578.7	2.35	14.0
30	2.98	134.6	400.1	2.85	14.3	2.42	34.0	286.6	3.26	25.5	1.97	95.1	481.1	3.59	13.9
31	0.41	7.1	173.8	2.16	47.6	1.21	9.4	108.5	1.40	69.8	0.19	2.0	196.0	0.88	44.4
32	0.50	15.8	255.2	0.38	31.5	1.84	33.1	147.1	0.50	43.3	0.19	1.1	277.4	0.31	31.7
BAG ACT.	1.36	40.9	314.0	3.43	23.2	2.21	33.4	234.8	2.44	30.2	0.76	23.5	364.3	2.15	22.0
CALC.	1.43	42.0	320.0	3.48	22.7	2.28	34.0	230.3	2.44	30.5	0.82	25.1	364.6	2.09	21.8
33	0.29	9.0	32.5	0.00	186.9	0.32	10.8	33.5	0.00	172.4	0.19	3.7	56.9	0.00	140.2
34	3.01	89.9	440.2	0.00	15.0	3.59	131.5	493.0	0.00	12.5	0.50	5.1	781.2	0.05	11.2
35	1.23	40.1	257.9	0.00	27.3	2.85	70.2	400.6	0.19	17.1	0.23	0.0	443.2	0.11	20.0
36	0.98	35.4	200.7	0.04	34.2	1.73	43.0	235.9	0.06	28.7	0.14	0.0	283.2	0.05	31.3
37	0.45	20.8	235.7	0.22	32.9	1.57	24.5	174.7	0.63	40.7	0.26	0.2	219.5	0.60	40.2
38	1.08	18.8	236.4	2.77	33.0	1.48	13.4	185.1	2.11	42.1	0.21	0.2	286.6	1.08	30.9
39	0.66	12.3	311.0	6.10	26.7	1.67	14.4	244.9	3.57	32.5	0.19	3.9	360.9	2.02	24.1

EMISSION RESULTS IN GRAMS PER MILE (PER MINUTE FOR IDLE)
FUEL ECONOMY IN MILES PER GALLON (MINUTES PER GALLON FOR IDLE)
FUEL ECONOMY CALCULATIONS ASSUME A 1:1.85 CARBON TO HYDROGEN RATIO

APPENDIX F - LISTING OF CLAYTON KEY MODE AND REPLICATE EMISSION RESULTS ON INDIVIDUAL VEHICLES

Legend

VEHICLE - Vehicle Number

MAKE - Vehicle Make

MODEL - Vehicle Model

CID - Engine Displacement in Cubic Inches

HP - Dynamometer Horsepower setting as specified in the table below

Following are the three modes of the test High Speed, Low Speed, and Idle in Drive as specified in the table below. During each of these modes the following data were taken.

HC - Exhaust Hydrocarbon Concentration in PPM Hexane

CO - Exhaust Carbon Monoxide Concentration in per cent

NOX - Exhaust Oxides of Nitrogen Concentration in PPM

Class of Vehicle by Weight (NADA)	Transmission Range/Gear	Meter Dyno Load HP@MPH	High Speed Cruise (MPH)	Low Speed Cruise (MPH)	Idle
2000 to 2774 lb.	Drive or Third Gear	15@38	36-38	22-25	Automatic transmission in Drive
2775 to 3774 lb.	Drive or High Gear	24@46	44-46	29-32	
3775 lb. and up	Drive or High Gear	30@50	48-50	32-35	

APPENDIX F

LISTING OF CLAYTON KEY MODE AND REPLICATE EMISSION RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEHICLE	MAKE	MODEL	CID	HP	-- HIGH SPEED -- HC PPM/HEX	CO %	NOX PPM	-- LOW SPEED --- HC PPM/HEX	CO %	NOX PPM	-----IDLE ------ HC PPM/HEX	CO %	NOX PPM
001	CHEV	TRUC	350	24.0	15	0.20	511.92	115	4.10	191.94	140	2.80	40.08
	REPLICATE TEST				25	0.20	593.82	130	4.00	202.04	170	2.80	34.07
002	CHEV	TRUC	350	24.0	50	1.90	1003.36	150	3.80	116.17	235	8.00	36.07
	REPLICATE TEST				90	2.00	995.45	130	3.00	141.43	230	7.80	50.10
003	CHEV	TRUC	350	30.0	30	1.80	470.96	20	0.05	317.39	10	0.02	38.08
	REPLICATE TEST				70	1.30	419.77	25	0.05	368.58	20	0.02	39.08
004	CHEV	TRUC	350	24.0	30	0.02	1318.98	25	0.02	307.15	30	0.02	128.80
	REPLICATE TEST				35	0.02	1219.43	30	0.02	317.39	30	0.02	121.22
005	DODG	TRUC	318	24.0	5	0.01	1045.23	10	0.10	1119.89	90	1.65	71.15
	REPLICATE TEST				15	0.05	675.73	10	0.13	819.07	85	1.55	62.13
006	FORD	TRUC	302	24.0	5	0.10	358.34	10	0.04	138.90	10	0.03	41.08
	REPLICATE TEST				35	0.12	368.58	25	0.05	156.58	15	0.03	41.08
007	FORD	TRUC	302	24.0	20	0.12	196.99	20	0.04	159.11	25	0.04	95.20
	REPLICATE TEST				25	0.14	212.14	20	0.04	156.58	25	0.03	92.19
008	FORD	TRUC	351	30.0	80	0.80	1493.18	80	1.05	1443.41	60	0.50	245.72
	REPLICATE TEST				70	0.85	1493.18	60	0.35	255.96	75	0.65	151.53
009	FORD	TRUC	351	30.0	85	1.10	1393.64	90	0.90	327.63	150	2.20	88.18
	REPLICATE TEST				100	1.20	1244.32	100	0.90	307.15	150	2.50	82.17
010	GMC	TRUC	350	30.0	25	0.03	995.45	20	0.03	327.63	20	0.03	166.68
	REPLICATE TEST				30	0.03	895.91	30	0.03	307.15	20	0.03	176.79
011	AMMO	HORN	258	24.0	85	0.75	2040.68	160	1.50	1990.91	215	2.20	307.15
	REPLICATE TEST				95	0.40	1941.14	150	0.95	1941.14	190	1.20	409.53
012	BUIC	CNTY	350	30.0	110	4.50	481.20	75	1.10	337.87	45	0.50	53.11
	REPLICATE TEST				120	4.90	378.82	110	1.30	327.63	140	1.20	67.14
013	BUIC	RIVI	455	30.0	90	2.40	900.97	200	4.60	76.16	210	2.20	29.06
	REPLICATE TEST				125	2.90	880.50	220	5.10	73.15	220	1.95	32.07
014	BUIC	REGA	350	30.0	55	2.10	819.07	95	2.50	174.05	150	1.40	43.09
	REPLICATE TEST				55	1.90	819.07	95	2.00	184.29	155	1.80	53.11
015	CADI	ELDO	500	30.0	360	9.80	131.33	180	3.40	409.53	300	3.00	95.97
	REPLICATE TEST				220	10.00	101.02	160	3.50	389.06	280	2.80	94.19
016	CHEV	VEGA	140	15.0	110	1.60	645.02	40	0.05	409.53	180	5.20	30.06
	REPLICATE TEST				140	1.80	573.35	55	0.05	126.28	220	6.00	15.03
017	CHEV	NOVA	250	24.0	70	1.20	972.64	22	0.02	2140.23	210	2.40	348.10
	REPLICATE TEST				95	1.75	972.64	20	0.03	1990.91	220	3.30	286.67
018	CHEV	MONT	350	30.0	100	3.40	737.16	40	0.90	239.92	195	2.00	202.04
	REPLICATE TEST				140	4.60	470.96	60	0.95	232.35	180	1.60	247.50
019	CHEV	CAPR	350	30.0	85	1.60	962.40	125	1.50	217.19	20	0.03	75.77
	REPLICATE TEST				110	2.15	972.64	120	1.30	222.24	30	0.04	75.77
020	CHEV	IMPA	350	30.0	90	3.20	726.92	85	2.80	207.09	15	0.04	191.94
	REPLICATE TEST				85	2.90	737.16	50	1.50	169.21	50	1.00	212.14
021	CHEV	STAW	400	30 0	15	0.10	829.31	10	0.05	307.15	10	0.05	123.75
	REPLICATE TEST				35	0.20	573.35	20	0.05	286.67	10	0.05	128.80
022	CHRY	NEWP	400	30.0	25	2.20	1194.55	10	0.06	614.30	25	0.05	75.15
	REPLICATE TEST				35	2.20	1119.89	10	0.08	511.92	25	0.05	61.17
023	DODG	CORO	318	24.0	50	0.04	2065.57	45	0.05	2488.64	260	4.70	80.16
	REPLICATE TEST				65	0.05	1866.46	50	0.05	1443.41	250	4.90	75.15
024	DODG	DART	225	24.0	20	0.10	921.45	250	2.80	819.07	520	10.00	26.05
	REPLICATE TEST				40	0.25	563.11	230	1.80	941.93	540	9.90	22.05
025	FORD	MUST	140	15.0	30	0.05	757.64	20	0.05	217.19	10	0.05	40.08
	REPLICATE TEST				29	0.05	716.68	25	0.05	266.20	10	0.05	38.08
026	FORD	TORI	351	30.0	20	0.65	757.64	25	0.52	239.92	50	1.35	58.12
	REPLICATE TEST				30	0.75	716.68	20	0.58	207.09	48	1.20	70.14
027	FORD	GRAN	250	24.0	25	0.03	665.49	25	0.03	419.77	25	0.02	64.13
	REPLICATE TEST				25	0.05	583.59	25	0.04	378.82	20	0.03	64.13
028	FORD	LTD	351	30.0	115	3.00	1045.23	130	3.90	149.01	280	7.10	66.14
	REPLICATE TEST				130	2.90	945.68	155	4.20	136.38	290	6.60	68.14
029	FORD	LTD	400	30.0	30	0.85	1045.23	20	0.70	389.06	50	0.50	146.48
	REPLICATE TEST				30	0.90	1020.34	20	0.70	368.58	50	0.60	136.38
030	MERC	MARQ	400	30.0	90	1.10	900.97	90	2.40	156.58	190	3.40	86.18
	REPLICATE TEST				105	1.15	982.88	100	2.20	181.84	180	3.60	94.19

APPENDIX F,CONT'D

LISTING OF CLAYTON KEY MODE AND REPLICATE EMISSION RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEHICLE	MAKE	MODEL	CID	HP	HIGH SPEED HC PPM/HEX	HIGH SPEED CO %	HIGH SPEED NOX PPM	LOW SPEED HC PPM/HEX	LOW SPEED CO %	LOW SPEED NOX PPM	IDLE HC PPM/HEX	IDLE CO %	IDLE NOX PPM
031	MERC	MONG	351	30.0	40	1.10	880.50	45	0.80	121.22	95	1.30	66.14
	REPLICATE TEST				45	1.10	798.59	50	0.90	111.12	90	1.20	72.15
032	OLDS	DELT	350	30.0	135	3.10	675.73	150	2.10	227.30	300	4.40	78.16
	REPLICATE TEST				170	3.70	563.11	165	2.10	202.04	320	4.80	77.16
033	OLDS	CUTL	350	30.0	160	3.50	798.59	180	3.60	156.58	175	0.80	56.12
	REPLICATE TEST				190	4.60	593.82	220	4.00	151.5[illegible]	35	0.05	126.28
034	OLDS	DELT	455	30.0	90	2.80	593.82	80	0.21	481.20	150	0.20	82.17
	REPLICATE TEST				110	2.10	634.78	40	0.10	327.63	30	0.05	70.14
035	PLYM	FURY	318	24.0	20	0.05	1244.32	15	0.05	1592.73	25	0.20	42.09
	REPLICATE TEST				30	0.10	995.45	20	0.05	1642.50	30	0.15	40.08
036	PLYM	DUST	225	24.0	130	3.10	1045.23	140	1.30	1269.20	110	3.90	76.16
	REPLICATE TEST				150	2.70	1443.41	100	0.30	1393.64	100	2.80	80.16
037	PONT	CATA	400	30.0	110	2.40	982.88	15	0.30	1003.36	100	1.60	62.13
	REPLICATE TEST				115	2.90	849.78	20	0.30	1003.36	60	0.90	54.11
038	PONT	LEMA	350	30.0	270	6.30	307.15	230	3.00	266.20	270	0.60	16.03
	REPLICATE TEST				270	6.40	327.63	200	2.40	227.30	285	1.90	14.03
039	PONT	GRNV	455	30.0	80	3.00	317.39	15	0.05	247.50	10	0.05	121.22
	REPLICATE TEST				90	3.60	286.67	20	0.05	186.89	10	0.05	136.38
040	CAPR	SEDA	140	15.0	180	6.40	227.30	310	8.50	136.38	260	7.30	64.13
	REPLICATE TEST				230	6.90	176.79	340	9.00	116.17	280	7.80	58.12
041	DATS	B210	85	15.0	130	1.30	1667.39	170	1.10	1269.20	245	3.40	66.14
	REPLICATE TEST				160	1.30	1642.50	180	1.10	1194.55	260	3.40	64.13
042	HOND	SEDA	91	15.0	100	2.70	655.25	45	1.70	126.28	85	2.20	40.08
	REPLICATE TEST				130	2.90	665.49	60	1.90	126.28	95	2.10	43.09
043	TOYO	CORO	133	15.0	50	1.30	839.54	25	1.15	85.18	210	4.00	51.11
	REPLICATE TEST				65	1.05	757.64	35	1.15	88.18	200	3.90	53.11
044	VOLK	SEDA	97	15.0	215	1.75	1617.61	320	3.50	532.39	170	5.00	82.17
	REPLICATE TEST				240	1.85	1542.95	330	3.80	511.92	175	4.80	80.16
045	VOLK	STAW	90	15.0	40	0.15	675.73	22	0.05	217.19	30	0.05	16.03
	REPLICATE TEST				45	0.15	675.73	22	0.06	224.77	115	1.20	16.03

APPENDIX G

APPENDIX G - LISTING OF LOW SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

Legend

VEH NO - Vehicle Number

YR - Model Year

MAKE - Vehicle Make

MODL - Vehicle Model

CID - Engine Displacement in Cubic Inches

TEST TYPE - Indicates the Portion of the test or Composite

- COLD TRNS1 - First bag of Cold Transient portion of test. (240 sec - 0.82 miles)
- COLD TRNS2 - Second bag of Cold Transient portion of test. (412 sec - 0.91 miles)
- COLD STAB - Cold Stabilized portion of test (658 sec - 2.56 miles)
- HOT TRANS - Hot Transient portion of test (652 sec - 1.73 miles)
- 72 WEIGHTING - Composite of Cold Transients and Cold Stabilized portions (uses same methods as 1972 Federal Test Procedure)
- 75 WEIGHTING - Composite of Total Test using same methods as 1975 Federal Test Procedure

HC - Hydrocarbon Emissions in grams per mile

CO - Carbon Monoxide Emissions in grams per mile

CO2 - Carbon Dioxide Emissions in grams per mile

NOXC - Oxides of Nitrogen Emissions Corrected for Humidity in grams per mile

FUEL ECON - Fuel Economy Calculated by the Carbon Balance Method in miles per gallon

APPENDIX G

LISTING OF LOW SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEH NO	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
011	75	AMMO	HORN	258	COLD TRNS1	9.32	232.2	563.8	1.85	9.3
					COLD TRNS2	3.95	72.7	748.2	4.03	10.1
					COLD STAB	2.03	21.3	510.0	3.81	16.1
					HOT TRANS	3.30	22.5	658.4	4.42	12.6
					72 WEIGHTING	3.83	72.5	570.8	3.48	12.7
					75 WEIGHTING	3.10	43.6	570.2	3.81	13.7
012	75	BUIC	CNTY	350	COLD TRNS1	8.81	193.4	777.0	2.13	8.0
					COLD TRNS2	5.23	92.5	912.9	1.54	8.3
					COLD STAB	2.01	29.1	625.3	1.04	13.1
					HOT TRANS	2.34	38.4	808.5	1.21	10.1
					72 WEIGHTING	4.00	74.0	715.3	1.36	10.5
					75 WEIGHTING	2.94	50.5	706.1	1.22	11.2
013	75	BUIC	RIVI	455	COLD TRNS1	10.25	217.9	896.2	3.49	7.0
					COLD TRNS2	7.49	191.7	1013.0	1.14	6.6
					COLD STAB	3.61	76.2	722.2	1.01	10.4
					HOT TRANS	5.98	101.2	899.7	1.35	8.2
					72 WEIGHTING	5.70	127.7	817.1	1.51	8.6
					75 WEIGHTING	5.05	104.1	803.8	1.30	9.0
014	75	BUIC	REGA	350	COLD TRNS1	10.43	151.7	826.4	2.00	8.1
					COLD TRNS2	5.44	112.2	941.8	0.95	7.8
					COLD STAB	2.75	48.5	616.9	0.73	12.6
					HOT TRANS	4.18	74.6	776.9	0.79	9.8
					72 WEIGHTING	4.79	81.7	725.8	1.02	10.2
					75 WEIGHTING	3.95	68.8	700.5	0.87	10.8
015	75	CADI	ELDO	500	COLD TRNS1	19.86	268.2	1029.0	1.44	5.9
					COLD TRNS2	13.08	261.8	966.2	1.62	6.3
					COLD STAB	6.66	150.5	679.8	1.30	9.5
					HOT TRANS	9.72	212.1	851.8	1.61	7.3
					72 WEIGHTING	10.55	196.6	807.3	1.39	7.7
					75 WEIGHTING	9.04	184.5	774.2	1.41	8.1
016	75	CHEV	VEGA	140	COLD TRNS1	7.52	169.9	434.5	1.59	12.2
					COLD TRNS2	3.03	73.5	558.2	1.17	13.0
					COLD STAB	1.47	27.6	357.7	1.37	21.9
					HOT TRANS	2.50	47.1	448.5	1.33	16.7
					72 WEIGHTING	2.96	64.6	414.9	1.37	16.9
					75 WEIGHTING	2.34	48.0	403.2	1.36	18.3

APPENDIX G,CONT'D

LISTING OF LOW SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEH NO	YR	MAKE	MODL	CID	TEST TYPE	GRAMS PER MILE HC	CO	CO2	NOXC	MPG FUEL ECON
017	75	CHEV	NOVA	250	COLD TRNS1	7.30	110.2	689.3	2.60	10.0
					COLD TRNS2	3.31	30.4	872.3	3.44	9.5
					COLD STAB	1.49	14.5	569.7	1.86	14.9
					HOT TRANS	1.57	14.8	720.8	2.27	11.8
					72 WEIGHTING	2.99	36.2	656.8	2.34	12.3
					75 WEIGHTING	2.15	23.9	641.9	2.16	12.9
018	75	CHEV	MONT	350	COLD TRNS1	7.07	171.3	818.3	1.91	8.0
					COLD TRNS2	4.75	112.3	865.2	1.22	8.4
					COLD STAB	2.27	51.6	591.5	1.21	13.1
					HOT TRANS	2.77	57.7	754.2	1.16	10.4
					72 WEIGHTING	3.72	87.3	692.9	1.35	10.5
					75 WEIGHTING	3.01	68.4	672.5	1.26	11.2
019	75	CHEV	CAPR	350	COLD TRNS1	7.72	127.9	963.9	2.39	7.5
					COLD TRNS2	4.87	77.3	982.0	0.95	7.9
					COLD STAB	0.58	33.7	672.1	0.94	12.2
					HOT TRANS	2.28	50.0	859.8	1.00	9.4
					72 WEIGHTING	2.85	61.0	793.6	1.22	9.9
					75 WEIGHTING	1.95	49.2	767.5	1.08	10.4
020	75	CHEV	IMPA	350	COLD TRNS1	8.64	179.1	951.7	2.02	7.0
					COLD TRNS2	3.75	81.5	1034.0	1.04	7.6
					COLD STAB	1.44	37.5	710.1	0.79	11.5
					HOT TRANS	2.25	52.6	906.9	0.96	8.9
					72 WEIGHTING	3.30	73.9	825.0	1.08	9.3
					75 WEIGHTING	2.43	56.6	804.8	0.95	9.8
021	75	CHEV	STAW	400	COLD TRNS1	11.81	204.7	1099.1	1.84	6.1
					COLD TRNS2	1.31	17.9	1211.5	1.59	7.1
					COLD STAB	0.69	9.3	843.0	1.45	10.3
					HOT TRANS	1.57	26.1	1038.5	1.48	8.2
					72 WEIGHTING	2.95	48.4	970.1	1.55	8.4
					75 WEIGHTING	1.86	30.0	942.6	1.50	8.9
022	75	CHRY	NEWP	400	COLD TRNS1	30.34	79.6	934.8	3.27	7.7
					COLD TRNS2	3.21	35.6	1159.9	2.64	7.2
					COLD STAB	1.10	12.3	819.7	2.26	10.5
					HOT TRANS	2.39	33.7	1019.1	2.14	8.2
					72 WEIGHTING	7.14	30.1	913.8	2.53	9.0
					75 WEIGHTING	3.99	24.9	906.0	2.35	9.3

APPENDIX G, CONT'D

LISTING OF LOW SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
023	75	DODG	CORO	318	COLD TRNS1	8.67	148.9	851.4	3.19	8.0
					COLD TRNS2	7.22	166.0	897.1	2.44	7.5
					COLD STAB	3.44	78.2	583.7	2.08	12.4
					HOT TRANS	5.10	95.1	737.7	2.30	9.8
					72 WEIGHTING	5.24	110.3	701.3	2.37	10.0
					75 WEIGHTING	4.60	95.9	669.7	2.26	10.6
024	75	DODG	DART	225	COLD TRNS1	10.05	171.7	517.1	4.63	10.8
					COLD TRNS2	7.81	189.4	507.0	1.41	10.7
					COLD STAB	4.23	95.5	387.2	1.61	16.1
					HOT TRANS	6.83	146.9	442.8	1.48	12.8
					72 WEIGHTING	6.10	130.0	437.5	2.14	13.4
					75 WEIGHTING	5.63	122.1	421.6	1.81	14.1
025	75	FORD	MUST	140	COLD TRNS1	4.02	33.4	596.3	0.79	13.4
					COLD TRNS2	0.81	7.3	736.7	0.70	11.8
					COLD STAB	0.37	2.8	471.0	0.95	18.6
					HOT TRANS	0.97	7.1	603.0	0.88	14.4
					72 WEIGHTING	1.16	9.6	551.3	0.87	15.6
					75 WEIGHTING	0.85	6.7	535.9	0.90	16.2
026	75	FORD	TORI	351	COLD TRNS1	6.46	86.0	931.6	2.63	8.2
					COLD TRNS2	3.40	56.8	1066.3	2.26	7.6
					COLD STAB	1.76	30.9	720.5	1.65	11.5
					HOT TRANS	2.67	36.2	911.5	2.24	9.1
					72 WEIGHTING	3.01	47.0	834.2	1.97	9.7
					75 WEIGHTING	2.51	39.1	813.3	1.92	10.1
027	75	FORD	GRAN	250	COLD TRNS1	3.61	59.3	755.7	1.95	10.3
					COLD TRNS2	0.55	6.4	948.3	1.09	9.2
					COLD STAB	0.37	2.6	616.0	1.16	14.3
					HOT TRANS	1.40	5.5	786.1	1.27	11.1
					72 WEIGHTING	1.03	14.3	713.2	1.30	12.0
					75 WEIGHTING	0.89	8.3	696.9	1.25	12.5
028	75	FORD	LTD	351	COLD TRNS1	7.70	116.5	984.1	2.85	7.4
					COLD TRNS2	4.85	108.3	1156.0	1.75	6.6
					COLD STAB	2.31	49.8	774.4	1.33	10.3
					HOT TRANS	3.73	74.4	970.9	1.72	8.1
					72 WEIGHTING	3.88	75.0	895.4	1.71	8.7
					75 WEIGHTING	3.31	66.3	871.6	1.58	9.0

APPENDIX G,CONT'D

LISTING OF LOW SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

						-----GRAMS PER MILE-----				MPG FUEL
VEH NO	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
029	75	FORD	LTD	400	COLD TRNS1	9.38	90.5	1074.0	2.62	7.1
					COLD TRNS2	3.05	76.8	1274.2	1.38	6.3
					COLD STAB	1.57	39.2	837.5	1.16	9.8
					HOT TRANS	3.59	53.5	1046.2	1.58	7.8
					72 WEIGHTING	3.38	57.0	975.3	1.48	8.3
					75 WEIGHTING	2.81	50.2	944.7	1.40	8.6
030	75	MERC	MARQ	400	COLD TRNS1	7.13	158.3	1052.6	2.35	6.7
					COLD TRNS2	5.14	117.7	1143.2	1.77	6.6
					COLD STAB	2.93	57.7	789.4	1.45	10.0
					HOT TRANS	4.52	85.9	964.8	1.80	8.0
					72 WEIGHTING	4.20	89.7	914.7	1.69	8.3
					75 WEIGHTING	3.84	77.9	883.6	1.63	8.7
031	75	MERC	MONG	351	COLD TRNS1	5.01	96.3	851.9	2.20	8.7
					COLD TRNS2	2.98	87.7	1066.5	1.10	7.3
					COLD STAB	1.68	36.4	734.8	1.28	11.1
					HOT TRANS	2.82	51.1	880.7	1.66	9.2
					72 WEIGHTING	2.59	58.7	827.6	1.42	9.6
					75 WEIGHTING	2.33	49.4	808.2	1.43	9.9
032	75	OLDS	DELT	350	COLD TRNS1	9.38	152.7	749.8	2.12	8.7
					COLD TRNS2	8.03	201.4	791.7	1.38	7.8
					COLD STAB	3.98	102.7	549.9	1.08	12.3
					HOT TRANS	5.95	154.1	683.8	1.47	9.4
					72 WEIGHTING	5.87	133.2	639.4	1.34	10.2
					75 WEIGHTING	5.25	127.6	619.2	1.28	10.6
033	75	OLDS	CUTL	350	COLD TRNS1	7.68	84.1	769.4	1.30	9.6
					COLD TRNS2	3.23	34.7	852.4	0.70	9.7
					COLD STAB	1.01	14.7	592.0	0.73	14.4
					HOT TRANS	2.28	37.7	742.1	0.63	11.0
					72 WEIGHTING	2.76	32.2	681.1	0.83	12.0
					75 WEIGHTING	2.05	27.5	664.8	0.75	12.4
034	75	OLDS	DELT	455	COLD TRNS1	7.76	107.8	942.9	1.87	7.8
					COLD TRNS2	3.02	31.7	1046.2	1.65	8.0
					COLD STAB	1.30	16.8	636.8	1.20	13.3
					HOT TRANS	2.11	33.8	837.2	1.40	9.9
					72 WEIGHTING	2.90	37.4	782.1	1.42	10.4
					75 WEIGHTING	2.17	29.6	745.4	1.34	11.1

APPENDIX G, CONT'D

LISTING OF LOW SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
035	75	PLYM	FURY	318	COLD TRNS1	8.23	236.0	816.6	1.16	7.3
					COLD TRNS2	4.24	89.5	1008.9	2.01	7.6
					COLD STAB	1.60	26.3	669.6	1.70	12.4
					HOT TRANS	3.24	44.9	848.7	2.03	9.5
					72 WEIGHTING	3.43	79.8	769.6	1.66	9.8
					75 WEIGHTING	2.76	53.6	753.8	1.76	10.5
036	75	PLYM	DUST	225	COLD TRNS1	9.78	116.0	645.7	2.23	10.3
					COLD TRNS2	4.34	93.4	726.7	1.52	10.0
					COLD STAB	1.86	48.8	476.1	1.35	15.9
					HOT TRANS	2.83	68.2	613.7	1.15	12.2
					72 WEIGHTING	3.90	71.1	561.7	1.55	12.9
					75 WEIGHTING	2.96	62.9	544.6	1.39	13.6
037	75	PONT	CATA	400	COLD TRNS1	10.28	102.6	907.1	3.41	8.1
					COLD TRNS2	6.75	64.1	1072.3	1.94	7.4
					COLD STAB	1.26	13.9	705.9	1.99	12.1
					HOT TRANS	1.83	20.4	928.0	2.08	9.2
					72 WEIGHTING	4.15	41.5	822.1	2.25	9.9
					75 WEIGHTING	2.64	27.3	806.9	2.12	10.3
038	75	PONT	LEMA	350	COLD TRNS1	47.06	448.7	666.1	1.45	5.8
					COLD TRNS2	7.76	69.7	900.3	1.08	8.6
					COLD STAB	2.15	24.6	613.3	0.72	13.5
					HOT TRANS	2.93	40.7	761.6	1.02	10.6
					72 WEIGHTING	11.92	115.2	684.3	0.94	9.8
					75 WEIGHTING	6.53	67.3	677.9	0.88	11.0
039	75	PONT	GRNV	455	COLD TRNS1	19.11	88.6	929.6	1.12	7.9
					COLD TRNS2	3.50	36.0	1136.5	0.73	7.4
					COLD STAB	0.82	11.2	776.6	0.94	11.1
					HOT TRANS	2.20	30.4	925.7	0.89	9.1
					72 WEIGHTING	4.89	31.2	882.2	0.93	9.4
					75 WEIGHTING	2.89	24.2	856.3	0.92	9.8
040	76	CAPR	SEDA	140	COLD TRNS1	7.19	58.2	839.8	0.79	9.3
					COLD TRNS2	7.28	162.4	684.0	0.52	9.2
					COLD STAB	2.88	83.4	458.2	0.52	14.8
					HOT TRANS	1.09	17.5	729.8	0.62	11.7
					72 WEIGHTING	4.64	95.3	579.1	0.57	11.9
					75 WEIGHTING	3.22	73.4	572.6	0.57	12.7

APPENDIX G,CONT´D

LISTING OF LOW SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEH NO	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
041	75	DATS	B210	85	COLD TRNS1	4.06	83.4	438.5	2.52	15.2
					COLD TRNS2	3.24	70.8	383.5	1.99	17.6
					COLD STAB	1.92	35.6	286.2	2.15	25.5
					HOT TRANS	2.57	49.9	330.4	1.91	21.3
					72 WEIGHTING	2.61	52.2	335.9	2.18	20.8
					75 WEIGHTING	2.37	46.0	317.7	2.11	22.3
042	75	HOND	SEDA	91	COLD TRNS1	3.72	69.4	325.4	1.23	19.9
					COLD TRNS2	2.67	71.2	412.6	0.60	16.7
					COLD STAB	1.48	46.2	289.7	0.71	24.2
					HOT TRANS	2.53	62.1	349.5	0.65	19.5
					72 WEIGHTING	2.16	55.9	322.6	0.79	21.3
					75 WEIGHTING	2.01	54.0	317.6	0.73	21.7
043	75	TOYO	CORO	133	COLD TRNS1	6.62	134.9	494.4	1.78	12.2
					COLD TRNS2	4.04	103.8	506.9	1.69	13.0
					COLD STAB	2.21	54.5	364.5	2.85	19.4
					HOT TRANS	3.24	73.7	418.7	1.96	16.3
					72 WEIGHTING	3.44	80.3	419.5	2.40	15.9
					75 WEIGHTING	2.97	70.0	400.6	2.45	17.1
044	75	VOLK	SEDA	97	COLD TRNS1	8.92	75.9	397.3	3.57	16.3
					COLD TRNS2	4.22	55.4	517.0	3.24	14.4
					COLD STAB	2.51	29.1	332.7	2.82	23.0
					HOT TRANS	4.01	50.3	422.2	3.08	17.3
					72 WEIGHTING	4.10	43.6	384.1	3.05	19.1
					75 WEIGHTING	3.54	40.2	375.4	2.98	19.7
045	75	VOLK	STAW	90	COLD TRNS1	13.31	170.6	473.2	2.60	11.3
					COLD TRNS2	1.70	16.9	690.5	1.40	12.3
					COLD STAB	0.70	5.0	468.9	1.49	18.5
					HOT TRANS	1.39	11.1	579.7	1.45	14.8
					72 WEIGHTING	3.32	39.2	516.7	1.68	15.1
					75 WEIGHTING	1.99	21.1	514.9	1.56	16.0
076	72	AMMO	GREM	258	COLD TRNS1	52.87	155.6	484.5	1.62	9.9
					COLD TRNS2	57.87	250.6	451.4	0.88	8.6
					COLD STAB	36.37	129.4	334.1	1.57	13.6
					HOT TRANS	46.63	184.2	389.1	1.03	10.7
					72 WEIGHTING	44.09	160.1	387.7	1.43	11.4
					75 WEIGHTING	42.05	155.2	369.8	1.39	11.9

APPENDIX G,CONT'D

LISTING OF LOW SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEH NO	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
077	72	BUIC	RIVI	455	COLD TRNS1	40.76	399.6	1028.7	4.03	5.0
					COLD TRNS2	9.96	227.6	1087.9	4.31	6.0
					COLD STAB	6.02	117.3	707.0	5.30	9.7
					HOT TRANS	9.20	175.9	886.7	4.69	7.4
					72 WEIGHTING	13.49	194.6	849.3	4.85	7.4
					75 WEIGHTING	9.96	164.0	809.5	4.97	8.1
078	72	CADI	DEVI	472	COLD TRNS1	11.26	313.3	1137.3	1.41	5.3
					COLD TRNS2	9.93	319.5	1212.0	1.68	5.1
					COLD STAB	5.66	168.5	780.2	1.27	8.3
					HOT TRANS	8.67	245.3	963.7	1.41	6.4
					72 WEIGHTING	7.64	228.2	940.1	1.38	6.7
					75 WEIGHTING	7.20	211.9	891.1	1.35	7.1
079	72	CHEV	VEGA	140	COLD TRNS1	18.52	153.7	451.5	1.00	11.8
					COLD TRNS2	8.13	85.4	622.8	1.26	11.3
					COLD STAB	3.44	52.3	383.8	1.64	18.6
					HOT TRANS	5.94	64.2	475.4	1.58	14.9
					72 WEIGHTING	7.32	78.7	447.4	1.44	14.9
					75 WEIGHTING	5.68	66.4	432.2	1.54	16.0
080	72	CHEV	MALI	350	COLD TRNS1	11.13	148.9	738.7	2.70	8.8
					COLD TRNS2	10.46	235.1	774.1	1.93	7.5
					COLD STAB	6.07	123.8	517.8	2.48	12.1
					HOT TRANS	8.19	169.1	662.7	2.08	9.3
					72 WEIGHTING	7.97	152.2	614.4	2.41	10.1
					75 WEIGHTING	7.37	146.4	592.6	2.36	10.5
081	72	CHEV	CHEL	350	COLD TRNS1	9.67	135.0	742.8	1.44	9.0
					COLD TRNS2	7.35	151.3	911.5	1.40	7.6
					COLD STAB	3.98	68.8	612.9	1.44	12.1
					HOT TRANS	6.21	92.7	783.3	1.57	9.4
					72 WEIGHTING	5.78	98.9	701.0	1.43	10.1
					75 WEIGHTING	5.27	87.3	689.9	1.46	10.5
082	72	CHEV	NOVA	307	COLD TRNS1	13.23	125.4	571.8	1.91	10.9
					COLD TRNS2	17.96	217.0	674.4	1.83	8.3
					COLD STAB	9.17	106.1	500.3	2.58	12.8
					HOT TRANS	13.36	162.7	580.8	1.94	10.1
					72 WEIGHTING	11.81	133.3	550.9	2.29	11.1
					75 WEIGHTING	11.27	130.8	540.5	2.31	11.4

APPENDIX G,CONT'D

LISTING OF LOW SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEH NO	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
083	72	CHEV	IMPA	350	COLD TRNS1	13.69	165.0	745.0	2.39	8.5
					COLD TRNS2	10.92	228.3	881.1	1.52	7.0
					COLD STAB	6.82	110.2	602.4	2.03	11.1
					HOT TRANS	9.44	155.6	775.8	1.69	8.5
					72 WEIGHTING	9.00	145.7	688.8	1.99	9.4
					75 WEIGHTING	8.36	135.9	679.4	1.93	9.7
084	72	CHEV	BELA	400	COLD TRNS1	25.78	406.7	915.6	2.49	5.4
					COLD TRNS2	14.67	222.9	878.6	2.48	7.0
					COLD STAB	8.46	96.0	594.9	3.59	11.5
					HOT TRANS	12.80	140.4	755.6	2.60	8.7
					72 WEIGHTING	13.09	182.3	716.4	3.14	8.5
					75 WEIGHTING	11.45	143.3	684.1	3.17	9.4
085	72	DODG	CORO	318	COLD TRNS1	10.41	120.1	760.2	2.70	9.0
					COLD TRNS2	6.64	96.6	800.3	2.20	9.1
					COLD STAB	4.01	30.4	545.4	3.73	14.6
					HOT TRANS	6.01	58.0	685.0	2.72	11.2
					72 WEIGHTING	5.79	61.6	640.5	3.21	11.7
					75 WEIGHTING	5.23	50.2	618.4	3.28	12.4
086	72	FORD	PINT	122	COLD TRNS1	11.64	146.1	391.6	3.51	13.5
					COLD TRNS2	10.52	134.8	385.8	3.31	14.1
					COLD STAB	5.28	77.5	294.6	3.22	20.5
					HOT TRANS	7.78	98.9	344.9	3.33	16.9
					72 WEIGHTING	7.61	102.8	332.5	3.30	17.1
					75 WEIGHTING	6.85	93.3	322.5	3.28	18.1
087	72	FORD	GRNT	351	COLD TRNS1	11.17	168.5	975.4	2.65	7.0
					COLD TRNS2	7.49	152.0	1060.5	2.94	6.7
					COLD STAB	4.13	66.9	704.4	3.15	10.8
					HOT TRANS	5.76	95.0	887.8	3.57	8.4
					72 WEIGHTING	6.19	104.3	831.7	3.01	8.7
					75 WEIGHTING	5.39	89.4	801.3	3.19	9.3
088	72	FORD	MAVE	200	COLD TRNS1	11.95	228.4	539.4	2.04	9.5
					COLD TRNS2	6.30	139.4	586.9	1.90	10.7
					COLD STAB	3.91	59.6	413.8	3.64	17.1
					HOT TRANS	5.21	74.1	532.7	2.86	13.3
					72 WEIGHTING	5.95	108.8	474.5	3.08	13.4
					75 WEIGHTING	5.09	84.1	467.2	3.22	14.4

APPENDIX G,CONT'D

LISTING OF LOW SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
089	72	FORD	GALA	351	COLD TRNS1	16.58	181.8	877.1	2.86	7.3
					COLD TRNS2	7.96	181.4	1079.1	2.31	6.4
					COLD STAB	4.24	67.4	699.6	2.64	10.8
					HOT TRANS	12.97	132.2	913.8	2.57	7.6
					72 WEIGHTING	7.39	113.5	814.1	2.61	8.7
					75 WEIGHTING	7.60	102.1	798.1	2.61	9.0
090	72	FORD	STAW	400	COLD TRNS1	10.58	128.4	1001.9	4.29	7.2
					COLD TRNS2	8.92	211.2	814.5	2.70	7.6
					COLD STAB	4.58	85.6	628.1	4.03	11.4
					HOT TRANS	7.85	130.6	752.8	3.52	9.0
					72 WEIGHTING	6.65	120.4	739.1	3.80	9.3
					75 WEIGHTING	6.22	110.9	704.5	3.81	9.9
091	72	MERC	MONG	400	COLD TRNS1	10.88	204.8	945.8	2.82	6.8
					COLD TRNS2	5.90	52.1	1209.7	4.60	6.8
					COLD STAB	5.22	64.1	801.8	4.72	9.7
					HOT TRANS	6.40	55.0	992.6	4.83	8.1
					72 WEIGHTING	6.44	88.4	915.8	4.33	8.3
					75 WEIGHTING	6.02	72.5	894.7	4.58	8.6
092	72	OLDS	CUTL	350	COLD TRNS1	22.72	364.3	669.8	0.89	6.8
					COLD TRNS2	10.99	299.4	760.0	1.08	7.0
					COLD STAB	6.06	164.5	499.7	1.00	11.4
					HOT TRANS	8.49	224.8	610.9	0.85	9.0
					72 WEIGHTING	10.29	231.3	587.4	0.99	9.0
					75 WEIGHTING	8.44	207.1	563.0	0.96	9.7
093	72	PLYM	VALI	225	COLD TRNS1	43.81	392.0	352.8	0.51	8.0
					COLD TRNS2	32.18	384.5	395.7	0.75	8.1
					COLD STAB	16.20	194.2	285.7	1.26	13.8
					HOT TRANS	23.99	289.5	336.7	0.79	10.2
					72 WEIGHTING	24.87	272.4	321.8	1.01	10.7
					75 WEIGHTING	21.72	249.7	313.0	1.05	11.5
094	72	PLYM	FURY	360	COLD TRNS1	15.40	344.6	783.3	1.75	6.5
					COLD TRNS2	13.15	373.6	815.8	1.69	6.1
					COLD STAB	6.40	169.5	553.4	2.33	10.6
					HOT TRANS	8.86	253.7	726.7	1.93	7.7
					72 WEIGHTING	9.55	246.3	653.0	2.09	8.3
					75 WEIGHTING	8.32	221.8	636.1	2.13	8.8

APPENDIX G,CONT'D

LISTING OF LOW SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEH						GRAMS PER MILE				MPG FUEL
NO	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
095	72	PONT	CATA	400	COLD TRNS1	21.43	354.6	875.2	1.34	5.9
					COLD TRNS2	12.72	278.8	1020.3	2.11	5.9
					COLD STAB	6.89	115.1	638.2	3.03	10.6
					HOT TRANS	10.12	165.6	804.3	2.52	8.1
					72 WEIGHTING	10.91	195.6	764.6	2.51	8.0
					75 WEIGHTING	9.36	161.3	730.7	2.69	8.8
096	72	PONT	LEMA	350	COLD TRNS1	10.39	165.7	840.0	2.07	7.8
					COLD TRNS2	9.05	177.1	927.4	1.57	7.2
					COLD STAB	5.67	110.2	597.1	1.53	11.3
					HOT TRANS	8.14	139.8	779.5	1.47	8.7
					72 WEIGHTING	7.29	135.0	713.6	1.65	9.4
					75 WEIGHTING	6.93	127.7	689.1	1.57	9.7
097	72	DATS	510	97	COLD TRNS1	8.33	72.9	405.7	1.84	16.2
					COLD TRNS2	10.42	82.8	412.5	1.76	15.4
					COLD STAB	3.85	36.7	306.3	2.00	23.6
					HOT TRANS	8.50	65.2	349.1	1.88	18.5
					72 WEIGHTING	6.10	53.4	347.8	1.92	19.7
					75 WEIGHTING	5.88	50.4	334.0	1.94	20.5
098	72	TOYO	CORO	120	COLD TRNS1	8.19	50.7	407.9	3.69	17.3
					COLD TRNS2	5.00	58.4	488.4	2.51	14.9
					COLD STAB	2.86	39.3	322.6	2.31	22.6
					HOT TRANS	7.40	45.4	402.9	2.65	17.8
					72 WEIGHTING	4.33	45.5	374.1	2.62	19.3
					75 WEIGHTING	4.54	43.4	363.2	2.52	19.9
099	72	VOLK	KARM	97	COLD TRNS1	10.30	84.5	353.3	1.79	17.1
					COLD TRNS2	5.99	91.5	432.0	1.24	14.9
					COLD STAB	3.11	50.8	299.9	1.25	22.8
					HOT TRANS	5.74	77.5	376.6	1.06	17.2
					72 WEIGHTING	5.10	65.9	338.2	1.35	19.4
					75 WEIGHTING	4.57	63.4	334.0	1.25	19.8
100	72	VOLK	KOMB	103	COLD TRNS1	17.70	117.1	505.0	1.87	11.9
					COLD TRNS2	11.78	109.3	618.5	1.69	10.7
					COLD STAB	5.45	56.4	410.4	1.64	17.2
					HOT TRANS	8.50	94.8	545.9	1.64	12.3
					72 WEIGHTING	9.13	79.3	472.6	1.69	14.2
					75 WEIGHTING	7.73	75.1	468.3	1.66	14.5

APPENDIX H

APPENDIX H - LISTING OF HIGH SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

Legend

VEH NO - Vehicle Number

YR - Model Year

MAKE - Vehicle Make

MODL - Vehicle Model

CID - Engine Displacement in Cubic Inches

TEST TYPE - Indicates the Portion of the Test or Composite

- COLD TRANS - Cold transient portion of test (520 sec-3.835 miles)
- COLD STAB - Cold stabilized portion of test (878 sec-9.773 miles)
- HOT TRANS - Hot transient portion of test (520 sec-3.835 miles)
- 72 WEIGHTING - Composite of cold transient and Cold Stabilized portions (uses same methods as 1972 Federal Test Procedure)
- 75 WEIGHTING - Composite of Total Test using same methods of calculation as 1975 Federal Test Procedure.

HC - Hydrocarbon Emissions in grams per mile

CO - Carbon Monoxide Emissions in grams per mile

CO2 - Carbon Dioxide Emission in grams per mile

NOXC - Oxides of Nitrogen Emissions Corrected for Humidity in grams per mile

FUEL ECON - Fuel Economy Calculated by the Carbon Balance Method in miles per gallon

APPENDIX H

LISTING OF HIGH SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEH NO	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
011	75	AMMO	HORN	258	COLD TRANS	2.89	64.1	425.0	3.28	16.6
					COLD STAB	1.02	8.8	365.7	3.71	23.2
					HOT TRANS	1.93	11.2	396.2	4.05	21.1
					72 WEIGHTING	1.55	24.4	382.4	3.59	20.9
					75 WEIGHTING	1.40	15.9	377.8	3.71	21.8
012	75	BUIC	CNTY	350	COLD TRANS	3.16	77.0	516.2	1.65	13.7
					COLD STAB	0.77	30.8	433.0	1.11	18.3
					HOT TRANS	1.37	33.6	472.0	1.03	16.8
					72 WEIGHTING	1.44	43.8	456.4	1.27	16.8
					75 WEIGHTING	1.16	36.8	449.3	1.17	17.4
013	75	BUIC	RIVI	455	COLD TRANS	3.05	61.0	667.3	3.10	11.5
					COLD STAB	1.06	34.7	538.7	1.66	14.9
					HOT TRANS	2.70	59.0	562.3	1.32	13.4
					72 WEIGHTING	1.62	42.1	574.9	2.07	13.7
					75 WEIGHTING	1.56	41.8	558.1	1.78	14.1
014	75	BUIC	REGA	350	COLD TRANS	3.48	76.9	537.8	1.34	13.3
					COLD STAB	1.35	44.5	427.7	1.10	17.7
					HOT TRANS	2.11	52.8	466.4	1.05	16.0
					72 WEIGHTING	1.95	53.6	458.8	1.17	16.2
					75 WEIGHTING	1.73	49.7	447.3	1.12	16.7
015	75	CADI	ELDO	500	COLD TRANS	7.56	180.5	598.7	0.86	9.8
					COLD STAB	4.45	147.3	486.1	0.99	12.1
					HOT TRANS	6.49	162.6	515.2	1.12	11.2
					72 WEIGHTING	5.32	156.7	517.8	0.95	11.4
					75 WEIGHTING	5.15	153.8	504.4	0.99	11.6
016	75	CHEV	VEGA	140	COLD TRANS	2.30	49.7	320.3	1.90	21.9
					COLD STAB	0.58	17.1	253.5	1.90	31.4
					HOT TRANS	0.99	24.2	289.9	1.56	26.8
					72 WEIGHTING	1.07	26.3	272.4	1.90	28.0
					75 WEIGHTING	0.86	22.2	267.5	1.85	29.1
017	75	CHEV	NOVA	250	COLD TRANS	2.30	39.1	460.9	2.08	16.8
					COLD STAB	0.26	7.0	394.5	2.13	21.8
					HOT TRANS	0.97	9.2	431.4	2.20	19.8
					72 WEIGHTING	0.83	16.0	413.2	2.11	20.1
					75 WEIGHTING	0.62	11.2	408.4	2.13	20.7

APPENDIX H,CONT'D

LISTING OF HIGH SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEH NO	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
018	75	CHEV	MONT	350	COLD TRANS	2.83	68.7	520.0	1.62	13.9
					COLD STAB	0.57	27.1	443.5	1.42	18.2
					HOT TRANS	0.94	35.2	474.0	1.16	16.7
					72 WEIGHTING	1.21	38.8	465.1	1.48	16.7
					75 WEIGHTING	0.91	33.5	457.7	1.41	17.3
019	75	CHEV	CAPR	350	COLD TRANS	3.51	74.4	570.1	1.56	12.7
					COLD STAB	1.09	40.7	459.6	1.21	16.8
					HOT TRANS	1.60	53.2	500.4	0.96	15.1
					72 WEIGHTING	1.78	50.2	490.8	1.31	15.4
					75 WEIGHTING	1.47	46.8	479.6	1.22	15.9
020	75	CHEV	IMPA	350	COLD TRANS	2.68	90.0	564.3	1.49	12.4
					COLD STAB	0.91	47.5	468.7	1.54	16.2
					HOT TRANS	1.10	47.9	518.8	1.12	14.9
					72 WEIGHTING	1.41	59.5	495.7	1.52	15.0
					75 WEIGHTING	1.15	52.7	488.3	1.46	15.4
021	75	CHEV	STAW	400	COLD TRANS	2.71	71.0	761.9	1.52	10.1
					COLD STAB	0.47	31.5	629.4	1.74	13.0
					HOT TRANS	2.52	34.5	675.9	1.45	12.0
					72 WEIGHTING	1.10	42.6	666.8	1.68	12.0
					75 WEIGHTING	1.07	36.8	653.0	1.67	12.4
022	75	CHRY	NEWP	400	COLD TRANS	2.03	24.0	744.6	3.71	11.3
					COLD STAB	0.36	16.3	581.1	2.61	14.6
					HOT TRANS	0.56	14.5	639.2	2.44	13.4
					72 WEIGHTING	0.83	18.4	627.2	2.92	13.5
					75 WEIGHTING	0.59	16.9	610.2	2.72	13.9
023	75	DODG	CORO	318	COLD TRANS	3.58	58.7	515.0	2.62	14.3
					COLD STAB	0.55	10.7	454.0	2.79	18.8
					HOT TRANS	1.47	22.8	463.8	3.15	17.6
					72 WEIGHTING	1.40	24.2	471.2	2.74	17.3
					75 WEIGHTING	1.06	18.5	463.0	2.83	17.9
024	75	DODG	DART	225	COLD TRANS	4.56	70.9	379.9	3.17	17.5
					COLD STAB	2.18	53.4	313.7	2.24	21.9
					HOT TRANS	3.76	64.3	318.0	2.11	20.6
					72 WEIGHTING	2.85	58.3	332.4	2.51	20.5
					75 WEIGHTING	2.72	57.3	322.4	2.34	21.1

APPENDIX H,CONT'D

LISTING OF HIGH SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEH NO	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
025	75	FORD	MUST	140	COLD TRANS	0.98	16.4	408.1	0.80	20.3
					COLD STAB	0.33	7.7	335.0	1.04	25.5
					HOT TRANS	0.45	7.2	376.5	0.96	22.8
					72 WEIGHTING	0.52	10.2	355.6	0.98	23.8
					75 WEIGHTING	0.43	8.7	350.5	1.00	24.3
026	75	FORD	TORI	351	COLD TRANS	1.76	24.9	614.5	3.35	13.5
					COLD STAB	0.64	13.4	504.3	2.49	16.8
					HOT TRANS	1.86	24.7	536.9	2.59	15.3
					72 WEIGHTING	0.96	16.6	535.4	2.73	15.7
					75 WEIGHTING	0.97	16.6	522.9	2.61	16.1
027	75	FORD	GRAN	250	COLD TRANS	1.23	20.6	565.8	1.43	14.7
					COLD STAB	0.19	5.9	464.6	1.10	18.7
					HOT TRANS	1.04	8.0	507.8	1.15	17.0
					72 WEIGHTING	0.48	10.1	493.1	1.20	17.4
					75 WEIGHTING	0.45	8.0	483.8	1.15	17.8
028	75	FORD	LTD	351	COLD TRANS	2.15	38.5	666.9	2.49	12.1
					COLD STAB	0.94	22.6	517.5	3.24	16.0
					HOT TRANS	1.62	28.3	572.2	2.52	14.3
					72 WEIGHTING	1.28	27.1	559.6	3.02	14.6
					75 WEIGHTING	1.19	25.4	544.4	3.03	15.1
029	75	FORD	LTD	400	COLD TRANS	5.85	61.6	694.0	1.71	11.0
					COLD STAB	0.53	27.8	562.1	1.52	14.6
					HOT TRANS	1.83	38.7	594.6	1.52	13.4
					72 WEIGHTING	2.03	37.3	599.3	1.57	13.4
					75 WEIGHTING	1.38	33.7	583.3	1.55	13.9
030	75	MERC	MARQ	400	COLD TRANS	3.66	75.3	681.6	2.21	10.9
					COLD STAB	2.04	57.0	524.4	2.17	14.3
					HOT TRANS	3.52	76.8	578.6	2.06	12.5
					72 WEIGHTING	2.50	62.1	568.7	2.18	13.2
					75 WEIGHTING	2.48	62.4	552.2	2.15	13.5
031	75	MERC	MONG	351	COLD TRANS	1.63	41.9	597.3	2.08	13.3
					COLD STAB	0.65	23.0	503.6	2.76	16.4
					HOT TRANS	1.44	29.6	537.9	2.29	15.1
					72 WEIGHTING	0.93	28.3	530.0	2.57	15.4
					75 WEIGHTING	0.90	26.3	520.5	2.60	15.7

APPENDIX H,CONT'D

LISTING OF HIGH SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEH						-----GRAMS	PER	MILE-----		MPG FUEL
NO	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
032	75	OLDS	DELT	350	COLD TRANS	4.81	100.7	471.6	1.52	13.8
					COLD STAB	2.05	66.8	409.2	1.54	17.0
					HOT TRANS	2.98	86.3	427.6	1.41	15.5
					72 WEIGHTING	2.83	76.3	426.8	1.54	16.0
					75 WEIGHTING	2.53	74.0	419.7	1.52	16.3
033	75	OLDS	CUTL	350	COLD TRANS	3.80	69.1	515.4	1.15	14.0
					COLD STAB	1.96	55.5	405.7	0.99	17.8
					HOT TRANS	2.72	62.2	434.9	0.86	16.4
					72 WEIGHTING	2.48	59.3	436.6	1.04	16.5
					75 WEIGHTING	2.31	58.2	423.7	0.99	17.0
034	75	OLDS	DELT	455	COLD TRANS	2.16	34.0	607.6	1.58	13.3
					COLD STAB	0.75	19.6	470.5	1.39	17.6
					HOT TRANS	1.69	38.5	492.2	1.27	15.9
					72 WEIGHTING	1.15	23.7	509.1	1.44	16.1
					75 WEIGHTING	1.07	24.4	490.6	1.39	16.7
035	75	PLYM	FURY	318	COLD TRANS	1.54	33.4	562.7	2.42	14.3
					COLD STAB	0.32	8.6	438.8	2.08	19.6
					HOT TRANS	1.69	24.5	493.8	2.06	16.5
					72 WEIGHTING	0.67	15.6	473.7	2.17	17.7
					75 WEIGHTING	0.69	14.2	462.6	2.11	18.2
036	75	PLYM	DUST	225	COLD TRANS	4.14	34.4	424.8	1.85	18.0
					COLD STAB	1.38	28.1	296.2	1.38	25.7
					HOT TRANS	3.09	39.0	329.5	1.43	22.2
					72 WEIGHTING	2.16	29.9	332.4	1.51	23.0
					75 WEIGHTING	1.99	30.6	317.1	1.44	23.9
037	75	PONT	CATA	400	COLD TRANS	2.58	43.5	636.5	3.33	12.4
					COLD STAB	0.45	12.8	474.8	3.76	17.9
					HOT TRANS	0.82	14.4	518.0	3.18	16.3
					72 WEIGHTING	1.05	21.4	520.4	3.64	15.9
					75 WEIGHTING	0.76	16.8	501.3	3.61	16.7
038	75	PONT	LEMA	350	COLD TRANS	6.69	95.7	526.9	1.53	12.7
					COLD STAB	1.00	32.6	460.7	1.18	17.2
					HOT TRANS	3.18	42.2	478.8	1.20	16.0
					72 WEIGHTING	2.60	50.4	479.4	1.28	15.7
					75 WEIGHTING	2.04	41.8	471.6	1.23	16.3

APPENDIX H,CONT'D

LISTING OF HIGH SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
039	75	PONT	GRNV	455	COLD TRANS	3.14	74.4	669.3	0.97	11.1
					COLD STAB	0.71	38.0	527.4	1.36	15.1
					HOT TRANS	1.89	56.6	569.5	1.00	13.4
					72 WEIGHTING	1.40	48.2	567.4	1.25	13.7
					75 WEIGHTING	1.20	45.4	551.3	1.26	14.2
040	76	CAPR	SEDA	140	COLD TRANS	3.63	75.0	414.0	0.43	16.3
					COLD STAB	2.60	78.4	247.8	0.46	23.4
					HOT TRANS	2.56	67.4	328.0	0.45	20.1
					72 WEIGHTING	2.90	77.5	294.6	0.45	20.9
					75 WEIGHTING	2.72	76.2	280.8	0.45	21.7
041	75	DATS	B210	85	COLD TRANS	2.32	53.8	283.6	2.23	23.6
					COLD STAB	1.23	31.4	236.5	2.24	30.6
					HOT TRANS	1.70	32.6	240.8	2.05	29.8
					72 WEIGHTING	1.54	37.8	249.7	2.24	28.3
					75 WEIGHTING	1.44	34.3	242.9	2.21	29.4
042	75	HOND	SEDA	91	COLD TRANS	2.20	52.4	246.1	1.16	26.5
					COLD STAB	0.99	3.7	204.2	1.33	41.6
					HOT TRANS	1.61	45.7	231.0	1.09	28.8
					72 WEIGHTING	1.33	17.4	216.0	1.28	35.8
					75 WEIGHTING	1.24	16.3	213.6	1.27	36.5
043	75	TOYO	CORO	133	COLD TRANS	2.61	43.3	371.5	4.57	19.8
					COLD STAB	1.00	21.3	306.0	6.14	25.9
					HOT TRANS	1.53	21.0	319.6	4.62	24.8
					72 WEIGHTING	1.45	27.5	324.4	5.69	23.8
					75 WEIGHTING	1.28	23.9	316.1	5.70	24.8
044	75	VOLK	SEDA	97	COLD TRANS	3.76	35.0	270.2	2.58	26.3
					COLD STAB	1.69	14.3	224.8	3.26	35.1
					HOT TRANS	2.22	20.8	241.7	2.70	31.5
					72 WEIGHTING	2.27	20.1	237.6	3.07	32.1
					75 WEIGHTING	2.03	17.9	233.0	3.09	33.2
045	75	VOLK	STAW	90	COLD TRANS	3.34	51.9	372.4	1.92	19.1
					COLD STAB	0.53	9.0	323.0	1.98	26.2
					HOT TRANS	1.24	11.3	358.9	1.95	23.3
					72 WEIGHTING	1.32	21.1	336.9	1.96	23.7
					75 WEIGHTING	0.99	14.6	334.7	1.97	24.6

APPENDIX H, CONT'D

LISTING OF HIGH SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
076	72	AMMO	GREM	258	COLD TRANS	33.70	101.9	332.3	2.57	14.8
					COLD STAB	24.30	72.7	271.4	2.76	19.2
					HOT TRANS	27.65	89.4	276.9	2.22	17.6
					72 WEIGHTING	26.95	80.9	288.5	2.71	17.7
					75 WEIGHTING	25.97	78.9	279.6	2.65	18.3
077	72	BUIC	RIVI	455	COLD TRANS	7.10	104.9	652.4	6.38	10.6
					COLD STAB	2.72	28.8	509.2	7.50	15.8
					HOT TRANS	4.24	47.6	559.5	7.24	13.7
					72 WEIGHTING	3.96	50.3	549.6	7.19	13.8
					75 WEIGHTING	3.50	41.1	534.6	7.32	14.5
078	72	CADI	DEVI	472	COLD TRANS	4.87	147.4	733.5	1.66	9.1
					COLD STAB	2.04	66.0	597.6	1.87	12.5
					HOT TRANS	3.91	105.7	597.0	1.64	11.4
					72 WEIGHTING	2.84	88.9	635.9	1.81	11.3
					75 WEIGHTING	2.69	82.2	613.9	1.80	11.8
079	72	CHEV	VEGA	140	COLD TRANS	5.43	62.0	316.6	2.21	20.6
					COLD STAB	2.09	40.1	242.3	2.32	28.4
					HOT TRANS	3.06	42.1	284.2	2.21	24.6
					72 WEIGHTING	3.03	46.3	263.3	2.29	25.7
					75 WEIGHTING	2.65	43.1	258.0	2.29	26.6
080	72	CHEV	MALI	350	COLD TRANS	5.34	73.0	469.8	4.37	14.8
					COLD STAB	3.07	43.8	369.4	4.67	19.8
					HOT TRANS	3.97	62.2	398.3	4.02	17.5
					72 WEIGHTING	3.71	52.0	397.7	4.59	18.1
					75 WEIGHTING	3.49	50.3	386.2	4.53	18.6
081	72	CHEV	CHEL	350	COLD TRANS	4.37	61.6	500.5	2.08	14.5
					COLD STAB	2.28	39.8	398.4	1.81	19.0
					HOT TRANS	3.09	43.3	447.1	1.92	16.9
					72 WEIGHTING	2.87	45.9	427.2	1.88	17.5
					75 WEIGHTING	2.66	43.0	418.6	1.86	17.9
082	72	CHEV	NOVA	307	COLD TRANS	9.30	72.2	491.9	3.44	14.0
					COLD STAB	4.43	44.3	410.2	4.07	18.0
					HOT TRANS	7.80	56.4	424.0	3.55	16.5
					72 WEIGHTING	5.80	52.2	433.2	3.89	16.6
					75 WEIGHTING	5.56	49.6	422.3	3.91	17.1

APPENDIX H,CONT'D

LISTING OF HIGH SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEH NO	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
083	72	CHEV	IMPA	350	COLD TRANS	10.77	155.3	588.7	2.23	10.2
					COLD STAB	5.69	107.8	444.2	2.57	14.1
					HOT TRANS	6.95	105.1	467.3	2.18	13.6
					72 WEIGHTING	7.12	121.2	484.9	2.47	12.7
					75 WEIGHTING	6.51	113.1	465.4	2.46	13.4
084	72	CHEV	BELA	400	COLD TRANS	8.79	132.1	542.7	3.51	11.4
					COLD STAB	3.83	57.5	435.4	5.47	16.5
					HOT TRANS	6.01	66.6	481.7	4.61	14.7
					72 WEIGHTING	5.23	78.6	465.7	4.91	14.7
					75 WEIGHTING	4.78	68.0	455.8	5.09	15.4
085	72	DODG	CORO	318	COLD TRANS	5.68	61.2	473.4	3.98	15.1
					COLD STAB	2.96	26.6	373.6	4.92	20.9
					HOT TRANS	4.25	33.1	422.4	4.46	18.2
					72 WEIGHTING	3.72	36.4	401.7	4.65	18.9
					75 WEIGHTING	3.50	31.9	393.5	4.73	19.5
086	72	FORD	PINT	122	COLD TRANS	5.06	73.9	286.5	4.81	21.2
					COLD STAB	2.25	47.0	238.6	4.78	27.8
					HOT TRANS	3.79	49.5	246.4	4.38	26.4
					72 WEIGHTING	3.04	54.6	252.1	4.79	25.5
					75 WEIGHTING	2.84	50.6	245.6	4.72	26.6
087	72	FORD	GRNT	351	COLD TRANS	5.50	76.9	582.5	3.95	12.3
					COLD STAB	2.68	32.8	454.2	4.70	17.3
					HOT TRANS	4.36	53.9	506.6	4.49	14.7
					72 WEIGHTING	3.48	45.2	490.4	4.49	15.5
					75 WEIGHTING	3.29	41.5	478.2	4.57	16.0
088	72	FORD	MAVE	200	COLD TRANS	5.17	83.0	360.6	4.71	17.5
					COLD STAB	2.65	33.2	298.5	6.17	24.7
					HOT TRANS	3.66	41.2	324.2	5.30	22.2
					72 WEIGHTING	3.36	47.3	316.0	5.76	22.1
					75 WEIGHTING	3.11	40.5	310.2	5.85	23.1
089	72	FORD	GALA	351	COLD TRANS	5.49	67.8	610.1	3.60	12.1
					COLD STAB	2.41	21.9	462.7	4.22	17.6
					HOT TRANS	6.29	48.1	514.3	4.11	14.6
					72 WEIGHTING	3.27	34.8	504.3	4.05	15.6
					75 WEIGHTING	3.40	31.7	488.9	4.13	16.2

APPENDIX H,CONT'D

LISTING OF HIGH SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEH NO	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC-----	MPG FUEL ECON
090	72	FORD	STAW	400	COLD TRANS	4.73	77.4	596.0	5.41	12.1
					COLD STAB	2.80	43.2	480.0	5.55	15.9
					HOT TRANS	4.47	48.1	495.7	5.61	15.2
					72 WEIGHTING	3.34	52.8	512.7	5.51	14.6
					75 WEIGHTING	3.30	48.1	496.6	5.54	15.2
091	72	MERC	MONG	400	COLD TRANS	4.71	74.1	628.7	5.87	11.7
					COLD STAB	3.22	40.4	537.5	7.04	14.5
					HOT TRANS	4.47	48.8	576.9	6.77	13.3
					72 WEIGHTING	3.64	49.9	563.2	6.71	13.6
					75 WEIGHTING	3.60	45.8	554.9	6.86	13.9
092	72	OLDS	CUTL	350	COLD TRANS	6.39	112.6	480.3	1.63	13.1
					COLD STAB	3.62	74.5	356.1	1.70	18.3
					HOT TRANS	5.00	106.4	390.4	1.36	15.5
					72 WEIGHTING	4.40	85.2	391.1	1.68	16.5
					75 WEIGHTING	4.18	84.2	376.7	1.64	17.0
093	72	PLYM	VALI	225	COLD TRANS	15.10	179.7	282.4	1.51	14.5
					COLD STAB	5.65	102.5	255.4	2.80	20.4
					HOT TRANS	9.68	132.6	258.2	2.23	17.8
					72 WEIGHTING	8.32	124.3	263.0	2.44	18.3
					75 WEIGHTING	7.44	116.7	259.1	2.55	19.0
094	72	PLYM	FURY	360	COLD TRANS	6.49	126.3	535.4	3.25	11.8
					COLD STAB	3.49	62.5	411.7	3.83	17.0
					HOT TRANS	3.98	72.8	473.9	3.37	14.8
					72 WEIGHTING	4.34	80.5	446.5	3.67	15.1
					75 WEIGHTING	3.94	71.9	436.6	3.69	15.8
095	72	PONT	CATA	400	COLD TRANS	9.38	142.8	564.3	2.15	10.8
					COLD STAB	4.03	48.9	459.4	3.89	16.2
					HOT TRANS	5.83	69.9	494.0	3.28	14.3
					72 WEIGHTING	5.54	75.4	489.0	3.40	14.2
					75 WEIGHTING	4.97	63.6	477.7	3.58	15.0
096	72	PONT	LEMA	350	COLD TRANS	5.46	84.6	547.1	2.56	12.7
					COLD STAB	3.38	52.2	412.8	3.48	17.6
					HOT TRANS	4.08	63.5	460.7	2.29	15.5
					72 WEIGHTING	3.97	61.3	450.7	3.22	15.9
					75 WEIGHTING	3.75	57.9	436.8	3.18	16.4

APPENDIX H,CONT´D

LISTING OF HIGH SPEED CYCLE EMISSIONS AND FUEL ECONOMY RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEH NO	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
097	72	DATS	510	97	COLD TRANS	4.19	48.0	300.2	2.47	22.8
					COLD STAB	2.01	15.6	243.2	3.15	32.4
					HOT TRANS	4.80	27.4	244.8	2.56	29.3
					72 WEIGHTING	2.62	24.7	259.2	2.96	29.0
					75 WEIGHTING	2.72	21.4	250.3	2.97	30.3
098	72	TOYO	CORO	120	COLD TRANS	3.22	31.4	294.7	3.61	25.1
					COLD STAB	1.62	21.6	233.4	3.71	32.6
					HOT TRANS	3.76	25.9	259.6	3.68	28.4
					72 WEIGHTING	2.07	24.3	250.7	3.68	30.0
					75 WEIGHTING	2.16	23.4	245.0	3.69	30.7
099	72	VOLK	KARM	97	COLD TRANS	4.11	50.7	238.1	1.81	26.8
					COLD STAB	1.75	36.4	204.2	1.72	33.3
					HOT TRANS	2.54	45.8	221.2	1.33	29.5
					72 WEIGHTING	2.41	40.4	213.7	1.75	31.2
					75 WEIGHTING	2.16	39.6	211.0	1.67	31.7
100	72	VOLK	KOMB	103	COLD TRANS	9.18	60.8	376.0	2.35	17.7
					COLD STAB	2.58	30.7	292.3	2.30	25.5
					HOT TRANS	5.39	53.1	317.0	1.86	21.3
					72 WEIGHTING	4.44	39.1	315.8	2.31	22.7
					75 WEIGHTING	3.83	37.9	306.4	2.24	23.5

APPENDIX I

APPENDIX I - LISTING OF FEDERAL TEST PROCEDURE, FEDERAL SHORT TEST, AND FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES

Legend

VEHICLE NUMBER - Vehicle Number

YEAR - Model Year

MAKE - Vehicle Make

MODEL - Vehicle Model

CID - Engine Displacement in Cubic Inches

TEST TYPE - This is a heading to identify the results being listed
- FTP - 1975 Federal Test Procedure composite
- SHORT TEST - Results of Federal Short Cycle Test
- 3 MODE - Results of Federal Three Mode Test

TEST MODE - Identifies the mode of the Three Mode Test being listed as shown in the table below

RLHP - Dyno load used in test, FTP and Short Test are as specified for the Federal Test Procedure; 3 Mode is as specified in the table below

HC - Hydrocarbon Emissions; grams per mile for FTP and Short Test; PPM for 3 Mode

CO - Carbon Monoxide Emissions; grams per mile for FTP and Short Test; Per Cent for 3 Mode

CO2 - Carbon Dioxide Emission in grams per mile

NOXC - Oxides of Nitrogen Emissions; grams per mile corrected for Humidity for FTP and Short Test; PPM for 3 Mode

TIME TO STABILIZE - The time required to obtain a stable emission reading after the dynomometer load has been set in each mode of the Federal Three Mode Test (0: measurement not taken)

<table>
<tr><th rowspan="2">Vehicle Weight</th><th colspan="2">High Speed (50 MPH)</th><th colspan="2">Low Speed (30 MPH)</th></tr>
<tr><th>Actual Load</th><th>Transmission</th><th>Actual Load</th><th>Transmission</th></tr>
<tr><td>up to 2500</td><td>21</td><td>High</td><td>9</td><td>3rd</td></tr>
<tr><td>2501-3500</td><td>26</td><td>High</td><td>12</td><td>High</td></tr>
<tr><td>3501-4500</td><td>31</td><td>High</td><td>15</td><td>High</td></tr>
<tr><td>above 4500</td><td>36</td><td>High</td><td>18</td><td>High</td></tr>
<tr><td colspan="5">Idle Mode: Automatic Transmission in Neutral and Drive
: Manual Transmission in Neutral</td></tr>
</table>

APPENDIX I

LISTING OF FEDERAL TEST PROCEDURE, FEDERAL SHORT TEST, AND FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEHICLE NUMBER	YEAR	MAKE	MODEL	CID	TEST TYPE	TEST MODE	RLHP	HC	CO	CO2	NOXC	TIME TO STABILIZE
011	1975	AMMO	HORN	258	FTP		11.2	2.26	32.73	439.0	3.52	
					SHORT TEST		11.2	1.37	11.00	364.8	3.75	
					3-MODE	HI SPEED	26.0	95.00	0.70		2463.75	19
						LOW SPEED	12.0	140.00	0.50		1443.41	20
						IDLE (D)		210.00	1.10		470.96	15
						IDLE (N)		130.00	1.30		116.17	21
015	1975	CADI	ELDO	500	FTP		15.3	6.71	163.21	622.8	1.25	
					SHORT TEST		15.3	4.98	103.82	521.0	1.08	
					3-MODE	HI SPEED	36.0	310.00	10.00		62.13	18
						LOW SPEED	18.0	340.00	9.80		106.07	11
						IDLE (D)		700.00	9.00		32.07	7
						IDLE (N)		1000.00	9.00		20.04	8
016	1975	CHEV	VEGA	140	FTP		9.9	1.14	27.01	332.2	1.44	
					SHORT TEST		9.9	1.25	17.03	272.1	1.56	
					3-MODE	HI SPEED	21.0	55.00	0.50		624.54	0
						LOW SPEED	9.0	50.00	0.60		491.44	0
						IDLE (D)						
						IDLE (N)		230.00	4.80		45.09	0
017	1975	CHEV	NOVA	250	FTP		11.2	1.16	13.70	509.1	2.19	
					SHORT TEST		11.2	0.84	5.80	410.0	2.05	
					3-MODE	HI SPEED	26.0	30.00	0.07		655.25	4
						LOW SPEED	12.0	30.00	0.02		696.21	4
						IDLE (D)		35.00	0.03		655.25	7
						IDLE (N)		32.00	0.02		92.19	4
018	1975	CHEV	MONT	350	FTP		13.2	1.46	44.10	529.8	1.23	
					SHORT TEST		13.2	1.11	21.53	451.3	0.93	
					3-MODE	HI SPEED	31.0	80.00	1.35		970.57	23
						LOW SPEED	15.0	25.00	0.04		511.92	20
						IDLE (D)		30.00	0.03		151.53	19
						IDLE (N)		30.00	0.05		45.09	17
019	1975	CHEV	CAPR	350	FTP		12.7	2.06	47.76	596.6	1.08	
					SHORT TEST		12.7	2.82	83.85	440.3	0.44	
					3-MODE	HI SPEED	31.0	110.00	2.00		995.45	4
						LOW SPEED	15.0	130.00	1.20		389.06	5
						IDLE (D)		30.00	0.05		266.20	8
						IDLE (N)		35.00	0.04		80.16	4
024	1975	DODG	DART	225	FTP		11.2	3.45	68.20	371.4	2.26	
					SHORT TEST		11.2	2.70	40.05	291.8	2.03	
					3-MODE	HI SPEED	26.0	40.00	0.08		829.31	23
						LOW SPEED	12.0	230.00	2.00		573.35	17
						IDLE (D)		530.00	2.50		29.06	15
						IDLE (N)		550.00	9.40		23.05	30
025	1975	FORD	MUST	140	FTP		10.3	1.17	19.34	449.5	0.79	
					SHORT TEST		10.3	0.51	6.10	350.9	0.94	
					3-MODE	HI SPEED	26.0	40.00	2.50		266.20	20
						LOW SPEED	12.0	60.00	3.20		76.16	18
						IDLE (D)						
						IDLE (N)		30.00	0.05		40.08	10
027	1975	FORD	GRAN	250	FTP		11.2	0.54	6.42	584.8	1.14	
					SHORT TEST		11.2	0.31	0.74	447.4	1.49	
					3-MODE	HI SPEED	26.0	5.00	0.03		737.16	26
						LOW SPEED	12.0	20.00	0.03		286.67	24
						IDLE (D)		25.00	0.02		93.19	30
						IDLE (N)		30.00	0.02		44.09	26
032	1975	OLDS	DELT	350	FTP		14.7	3.71	97.99	517.8	1.45	
					SHORT TEST		14.7	2.80	45.64	425.5	1.08	
					3-MODE	HI SPEED	31.0	160.00	2.90		522.16	20
						LOW SPEED	15.0	130.00	1.30		266.20	23
						IDLE (D)		320.00	4.50		98.20	26
						IDLE (N)		460.00	4.20		33.07	17

FEDERAL TEST PROCEDURE AND FEDERAL SHORT TEST EMISSION RESULTS IN GRAMS/MILE

FEDERAL THREE MODE TEST EMISSION RESULTS ARE:HC - PPM/HEX, CO - $, UNCORRECTED NOX - PPM

TIME TO STABILIZE IS IN SECONDS

APPENDIX I ,CONT'D

LISTING OF FEDERAL TEST PROCEDURE, FEDERAL SHORT TEST, AND FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEHICLE NUMBER	YEAR	MAKE	MODEL	CID	TEST TYPE	TEST MODE	RLHP	HC	CO	CO2	NOXC	TIME TO STABILIZE
033	1975	OLDS	CUTL	350	FTP		13.2	3.17	63.55	491.7	0.94	
					SHORT TEST		13.2	1.53	26.92	419.4	0.46	
					3-MODE	HI SPEED	31.0	135.00	2.80		839.54	15
						LOW SPEED	15.0	170.00	2.10		327.63	15
						IDLE (D)		55.00	0.05		116.17	12
						IDLE (N)		45.00	0.05		50.10	12
034	1975	OLDS	DELT	455	FTP		14.0	1.75	32.49	605.8	1.37	
					SHORT TEST		14.0	0.73	10.44	480.1	0.89	
					3-MODE	HI SPEED	31.0	90.00	1.85		532.39	22
						LOW SPEED	15.0	140.00	1.80		552.87	14
						IDLE (D)		55.00	0.05		88.18	16
						IDLE (N)		110.00	0.05		52.11	13
036	1975	PLYM	DUST	225	FTP		11.2	3.25	55.24	405.5	1.51	
					SHORT TEST		11.2	1.12	16.68	318.5	1.16	
					3-MODE	HI SPEED	26.0	105.00	2.10		1816.70	17
						LOW SPEED	12.0	110.00	2.10		829.31	25
						IDLE (D)						
						IDLE (N)		100.00	3.30		77.16	14
038	1975	PONT	LEMA	350	FTP		12.0	3.21	56.77	542.7	1.23	
					SHORT TEST		12.0	1.12	11.41	476.9	0.81	
					3-MODE	HI SPEED	31.0	235.00	4.90		409.53	21
						LOW SPEED	15.0	140.00	1.70		430.01	24
						IDLE (D)		30.00	0.50		7.01	15
						IDLE (N)		460.00	1.50		10.02	16
042	1975	HOND	SEDA	91	FTP		8.3	1.99	51.83	269.2	0.83	
					SHORT TEST		8.3	1.29	34.32	217.4	0.78	
					3-MODE	HI SPEED	21.0	195.00	5.40		358.34	17
						LOW SPEED	9.0	190.00	3.40		348.10	33
						IDLE (D)						
						IDLE (N)		130.00	2.60		42.09	23
043	1975	TOYO	CORO	133	FTP		10.9	1.91	40.67	340.9	2.45	
					SHORT TEST		10.9	0.87	31.18	327.7	0.84	
					3-MODE	HI SPEED	26.0	68.00	0.38		1592.73	2
						LOW SPEED	12.0	130.00	1.60		993.12	3
						IDLE (D)		125.00	3.30		58.12	12
						IDLE (N)		45.00	1.00		41.08	9
044	1975	VOLK	SEDA	97	FTP		8.8	2.82	31.22	285.9	2.94	
					SHORT TEST		8.8	2.24	29.94	229.5	2.10	
					3-MODE	HI SPEED	21.0	165.00	1.40		2190.00	21
						LOW SPEED	9.0	220.00	2.20		1393.64	12
						IDLE (D)						
						IDLE (N)		170.00	6.00		76.16	35
045	1975	VOLK	STAW	90	FTP		10.3	0.89	16.30	396.7	1.70	
					SHORT TEST		10.3	0.61	4.81	327.4	1.35	
					3-MODE	HI SPEED	21.0	55.00	1.20		945.68	0
						LOW SPEED	9.0	40.00	0.50		358.34	18
						IDLE (D)		110.00	3.30		9.02	26
						IDLE (N)		22.00	0.05		40.08	20
231	1975	AMMO	GREM	232	FTP		10.3	2.25	34.26	395.1	2.18	
					SHORT TEST		10.3	1.58	21.59	328.4	1.91	
					3-MODE	HI SPEED	26.0	100.00	0.90		2339.32	0
						LOW SPEED	12.0	150.00	0.20		2190.00	0
						IDLE (D)						
						IDLE (N)		180.00	4.20		90.19	0
232	1975	AMMO	HORN	304	FTP		12.3	1.02	11.63	596.6	1.98	
					SHORT TEST		12.3	0.75	3.44	486.9	2.01	
					3-MODE	HI SPEED	26.0	60.00	0.10		767.88	25
						LOW SPEED	12.0	70.00	0.05		470.96	20
						IDLE (D)		70.00	0.05		66.14	25
						IDLE (N)		50.00	0.05		48.10	25

FEDERAL TEST PROCEDURE AND FEDERAL SHORT TEST EMISSION RESULTS IN GRAMS/MILE

FEDERAL THREE MODE TEST EMISSION RESULTS ARE:HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

TIME TO STABILIZE IS IN SECONDS

APPENDIX I, CONT'D

LISTING OF FEDERAL TEST PROCEDURE, FEDERAL SHORT TEST, AND FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEHICLE NUMBER	YEAR	MAKE	MODEL	CID	TEST TYPE	TEST MODE	RLHP	HC	CO	CO2	NOXC	TIME TO STABILIZE
233	1975	AMMO	MATA	360	FTP		13.2	0.74	9.08	574.7	6.37	
					SHORT TEST		13.2	0.45	0.60	466.3	5.59	
					3-MODE	HI SPEED	31.0	30.00	0.04		2886.82	18
						LOW SPEED	15.0	40.00	0.04		2364.20	20
						IDLE (D)		35.00	0.03		202.04	22
						IDLE (N)		38.00	0.03		65.13	22
234	1975	BUIC	SKYH	231	FTP		10.3	1.15	20.52	434.5	1.74	
					SHORT TEST		10.3	0.55	8.85	345.0	1.56	
					3-MODE	HI SPEED	26.0	155.00	4.70		819.07	25
						LOW SPEED	12.0	215.00	2.80		1368.75	25
						IDLE (D)		230.00	2.20		409.53	15
						IDLE (N)		160.00	2.00		55.11	15
235	1975	BUIC	SKYL	260	FTP		13.2	3.15	64.07	439.1	1.12	
					SHORT TEST		13.2	2.42	45.50	355.4	0.80	
					3-MODE	HI SPEED	31.0	180.00	5.20		614.30	6
						LOW SPEED	15.0	180.00	3.05		583.59	6
						IDLE (D)		320.00	4.30		307.15	15
						IDLE (N)		470.00	4.90		65.13	6
236	1975	BUIC	REGA	350	FTP		13.2	2.31	63.77	541.0	1.00	
					SHORT TEST		13.2	1.72	50.20	436.9	0.52	
					3-MODE	HI SPEED	31.0	80.00	3.50		604.06	26
						LOW SPEED	15.0	115.00	4.20		184.36	62
						IDLE (D)		175.00	1.90		92.19	26
						IDLE (N)		170.00	2.80		40.08	21
238	1975	BUIC	STAW	350	FTP		14.0	2.71	66.68	573.2	1.12	
					SHORT TEST		14.0	2.42	71.33	442.4	0.47	
					3-MODE	HI SPEED	31.0	65.00	4.25		307.15	7
						LOW SPEED	15.0	50.00	4.90		83.34	6
						IDLE (D)		600.00	5.70		24.05	8
						IDLE (N)		520.00	6.10		20.04	6
240	1975	BUIC	RIVI	455	FTP		14.7	3.54	97.41	641.6	1.31	
					SHORT TEST		14.7	3.71	156.96	450.5	0.42	
					3-MODE	HI SPEED	36.0	95.00	5.50		80.16	13
						LOW SPEED	18.0	135.00	6.50		13.03	12
						IDLE (D)		390.00	7.40		6.01	15
						IDLE (N)		210.00	7.30		5.01	15
244	1975	CHEV	VEGA	140	FTP		9.9	3.73	68.99	316.5	1.33	
					SHORT TEST		9.9	2.22	42.96	272.2	1.29	
					3-MODE	HI SPEED	21.0	120.00	2.10		1169.66	0
						LOW SPEED	9.0	200.00	3.00		962.40	0
						IDLE (D)						
						IDLE (N)		320.00	7.90		24.05	0
245	1975	CHEV	MONZ	140	FTP		10.3	1.98	50.92	378.0	0.85	
					SHORT TEST		10.3	1.82	36.47	292.8	0.63	
					3-MODE	HI SPEED	26.0	20.00	1.40		532.39	0
						LOW SPEED	12.0	130.00	2.00		389.06	0
						IDLE (D)		370.00	6.80		10.02	0
						IDLE (N)		240.00	5.50		12.02	0
246	1975	CHEV	MONZ	262	FTP		11.3	0.78	11.53	516.7	2.23	
					SHORT TEST		11.3	0.33	1.87	427.8	1.13	
					3-MODE	HI SPEED	26.0	50.00	0.05		511.92	30
						LOW SPEED	12.0	50.00	0.05		327.63	19
						IDLE (D)		50.00	0.05		103.55	27
						IDLE (N)		45.00	0.05		58.12	30
247	1975	CHEV	NOVA	250	FTP		11.2	0.81	13.77	479.4	2.78	
					SHORT TEST		11.2	0.19	2.09	392.8	2.62	
					3-MODE	HI SPEED	26.0	85.00	1.35		1567.84	0
						LOW SPEED	12.0	40.00	0.40		995.45	0
						IDLE (D)		235.00	3.80		83.17	0
						IDLE (N)		150.00	3.00		54.11	0

FEDERAL TEST PROCEDURE AND FEDERAL SHORT TEST EMISSION RESULTS IN GRAMS/MILE

FEDERAL THREE MODE TEST EMISSION RESULTS ARE:HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

TIME TO STABILIZE IS IN SECONDS

LISTING OF FEDERAL TEST PROCEDURE, FEDERAL SHORT TEST, AND FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEHICLE NUMBER	YEAR	MAKE	MODEL	CID	TEST TYPE	TEST MODE	RLHP	HC	CO	CO2	NOXC	TIME TO STABILIZE
248	1975	CHEV	NOVA	262	FTP		11.2	1.06	11.43	524.0	2.16	
					SHORT TEST		11.2	1.21	6.41	416.0	1.61	
					3-MODE	HI SPEED	26.0	65.00	0.05		1003.36	0
						LOW SPEED	12.0	65.00	0.05		655.25	0
						IDLE (D)		50.00	0.05		368.58	0
						IDLE (N)		35.00	0.05		79.16	0
249	1975	CHEV	CAMA	350	FTP		13.2	2.10	61.50	523.5	1.56	
					SHORT TEST		13.2	1.72	57.51	395.8	0.74	
					3-MODE	HI SPEED	31.0	150.00	4.00		1119.89	15
						LOW SPEED	15.0	190.00	4.40		409.53	19
						IDLE (D)		265.00	3.40		143.95	18
						IDLE (N)		260.00	3.30		53.11	21
250	1975	CHEV	NOVA	350	FTP		12.3	3.28	102.39	516.7	1.01	
					SHORT TEST		12.3	2.89	84.28	419.3	0.66	
					3-MODE	HI SPEED	26.0	45.00	0.50		430.01	15
						LOW SPEED	12.0	35.00	0.30		149.01	16
						IDLE (D)		275.00	7.30		47.10	33
						IDLE (N)		280.00	6.50		38.08	35
252	1975	CHEV	MALI	350	FTP		12.0	2.27	61.00	532.3	1.19	
					SHORT TEST		12.0	1.82	44.16	451.1	0.71	
					3-MODE	HI SPEED	31.0	50.00	1.50		911.21	0
						LOW SPEED	15.0	60.00	1.80		368.58	0
						IDLE (D)		170.00	3.20		219.72	0
						IDLE (N)		165.00	3.10		39.08	0
253	1975	CHEV	MALI	350	FTP		12.0	2.42	45.34	527.5	0.97	
					SHORT TEST		12.0	1.05	16.17	449.8	0.47	
					3-MODE	HI SPEED	31.0	140.00	2.90		614.30	0
						LOW SPEED	15.0	25.00	0.05		327.63	0
						IDLE (D)		50.00	0.03		255.96	0
						IDLE (N)		50.00	0.03		76.16	0
263	1975	CHEV	CAPR	400	FTP		12.7	0.53	8.09	660.6	2.15	
					SHORT TEST		12.7	0.41	6.17	520.4	1.48	
					3-MODE	HI SPEED	31.0	15.00	0.05		1194.55	0
						LOW SPEED	15.0	15.00	0.05		614.30	0
						IDLE (D)		20.00	0.05		121.22	0
						IDLE (N)		15.00	0.05		43.09	0
264	1975	CHEV	IMPA	400	FTP		14.7	1.11	23.64	741.0	1.90	
					SHORT TEST		14.7	0.43	1.74	623.3	1.13	
					3-MODE	HI SPEED	36.0	20.00	0.05		798.59	0
						LOW SPEED	18.0	25.00	0.05		470.96	0
						IDLE (D)		40.00	0.05		44.09	0
						IDLE (N)		35.00	0.05		34.07	0
266	1975	CHEV	CAPR	454	FTP		14.0	0.63	10.25	781.7	1.85	
					SHORT TEST		14.0	0.33	0.94	642.8	1.19	
					3-MODE	HI SPEED	31.0	10.00	0.04		829.31	0
						LOW SPEED	15.0	20.00	0.04		286.67	0
						IDLE (D)		30.00	0.05		54.11	0
						IDLE (N)		20.00	0.04		42.09	0
267	1975	CHRY	CORD	360	FTP		14.0	3.36	97.41	551.1	2.09	
					SHORT TEST		14.0	2.22	46.06	465.9	2.67	
					3-MODE	HI SPEED	31.0	150.00	4.80		819.07	16
						LOW SPEED	15.0	170.00	3.40		1244.32	21
						IDLE (D)		200.00	5.20		65.13	15
						IDLE (N)		190.00	5.80		56.12	13
270	1975	DODG	DART	318	FTP		11.2	4.23	70.50	487.8	1.92	
					SHORT TEST		11.2	1.92	14.83	435.1	1.95	
					3-MODE	HI SPEED	26.0	105.00	0.90		1219.43	27
						LOW SPEED	12.0	195.00	1.20		982.88	28
						IDLE (D)		290.00	1.80		56.12	33
						IDLE (N)		220.00	3.10		46.09	29

FEDERAL TEST PROCEDURE AND FEDERAL SHORT TEST EMISSION RESULTS IN GRAMS/MILE

FEDERAL THREE MODE TEST EMISSION RESULTS ARE:HC - PPM/HEX, CO - $, UNCORRECTED NOX - PPM

TIME TO STABILIZE IS IN SECONDS

APPENDIX I,CONT'D

LISTING OF FEDERAL TEST PROCEDURE, FEDERAL SHORT TEST, AND FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEHICLE NUMBER	YEAR	MAKE	MODEL	CID	TEST TYPE	TEST MODE	RLHP	HC	CO	CO2	NOXC	TIME TO STABILIZE
272	1975	DODG	CHAR	360	FTP		12.0	4.26	96.27	505.9	1.77	
					SHORT TEST		12.0	2.98	58.77	437.3	2.16	
					3-MODE	HI SPEED	31.0	185.00	5.10		747.40	0
						LOW SPEED	15.0	240.00	3.80		1144.77	0
						IDLE (D)		250.00	5.40		103.55	0
						IDLE (N)		235.00	5.40		56.12	0
273	1975	DODG	MONA	400	FTP		14.0	4.70	137.29	663.3	1.63	
					SHORT TEST		14.0	4.01	106.09	519.8	1.38	
					3-MODE	HI SPEED	31.0	85.00	3.40		655.25	0
						LOW SPEED	15.0	100.00	2.40		604.06	0
						IDLE (D)		250.00	8.00		44.09	0
						IDLE (N)		390.00	8.30		33.07	0
275	1975	FORD	MUST	140	FTP		10.3	1.63	33.93	374.1	2.09	
					SHORT TEST		10.3	1.17	11.68	317.0	1.85	
					3-MODE	HI SPEED	26.0	40.00	2.30		941.93	0
						LOW SPEED	12.0	100.00	0.35		860.02	0
						IDLE (D)		100.00	1.25		66.14	0
						IDLE (N)		70.00	0.43		39.08	0
277	1975	FORD	MUST	171	FTP		10.3	1.49	21.17	495.3	1.69	
					SHORT TEST		10.3	0.80	8.27	395.6	1.47	
					3-MODE	HI SPEED	26.0	52.50	0.24		1257.09	0
						LOW SPEED	12.0	35.00	0.08		552.87	0
						IDLE (D)						
						IDLE (N)		47.50	0.05		37.58	0
281	1975	FORD	GRAN	302	FTP		11.2	3.04	39.23	594.2	2.08	
					SHORT TEST		11.2	1.79	15.65	513.4	1.97	
					3-MODE	HI SPEED	26.0	85.00	0.27		819.07	4
						LOW SPEED	12.0	90.00	0.07		716.68	5
						IDLE (D)		560.00	10.00		6.01	8
						IDLE (N)		390.00	7.40		10.02	5
282	1975	FORD	STAW	351	FTP		14.7	1.17	42.22	750.8	1.33	
					SHORT TEST		14.7	0.81	27.95	616.8	0.82	
					3-MODE	HI SPEED	31.0	40.00	0.90		890.74	15
						LOW SPEED	15.0	35.00	1.60		95.97	19
						IDLE (D)		300.00	8.20		103.55	21
						IDLE (N)		60.00	1.20		41.08	24
284	1975	FORD	TORI	400	FTP		14.0	1.18	26.51	725.0	2.27	
					SHORT TEST		14.0	0.83	16.67	607.1	1.65	
					3-MODE	HI SPEED	31.0	40.00	0.45		1244.32	0
						LOW SPEED	15.0	40.00	0.80		224.77	0
						IDLE (D)		70.00	2.10		75.15	0
						IDLE (N)		40.00	1.00		42.09	0
285	1975	FORD	LTD	351	FTP		12.7	3.72	91.00	594.5	1.67	
					SHORT TEST		12.7	2.57	42.17	518.2	1.00	
					3-MODE	HI SPEED	31.0	170.00	2.70		1592.73	0
						LOW SPEED	15.0	170.00	3.20		368.58	0
						IDLE (D)		270.00	4.30		63.13	0
						IDLE (N)		215.00	4.60		56.12	0
286	1975	FORD	ELIT	351	FTP		14.0	3.69	103.28	597.6	1.39	
					SHORT TEST		14.0	2.26	56.88	498.3	1.03	
					3-MODE	HI SPEED	31.0	140.00	4.60		583.59	0
						LOW SPEED	15.0	160.00	4.30		327.63	0
						IDLE (D)		190.00	2.40		146.48	0
						IDLE (N)		125.00	1.60		69.14	0
287	1975	FORD	LTD	351	FTP		14.0	1.16	2[illegible].25	688.9	1.89	
					SHORT TEST		14.0	0.79	21.27	578.8	1.13	
					3-MODE	HI SPEED	31.0	45.00	0.90		1045.23	0
						LOW SPEED	15.0	40.00	1.20		164.16	0
						IDLE (D)		140.00	5.00		80.16	0
						IDLE (N)		155.00	4.60		62.13	0

FEDERAL TEST PROCEDURE AND FEDERAL SHORT TEST EMISSION RESULTS IN GRAMS/MILE

FEDERAL THREE MODE TEST EMISSION RESULTS ARE:HC - PPM/HEX, CO - $, UNCORRECTED NOX - PPM

TIME TO STABILIZE IS IN SECONDS

LISTING OF FEDERAL TEST PROCEDURE, FEDERAL SHORT TEST, AND FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEHICLE NUMBER	YEAR	MAKE	MODEL	CID	TEST TYPE	TEST MODE	RLHP	HC	CO	CO2	NOXC	TIME TO STABILIZE
289	1975	FORD	LTD	400	FTP		12.7	11.35	301.30	605.1	0.61	
					SHORT TEST		12.7	9.74	254.35	499.8	0.49	
					3-MODE	HI SPEED	31.0	205.00	7.60		166.68	0
						LOW SPEED	15.0	195.00	8.80		83.17	0
						IDLE (D)		900.00	10.00		12.02	0
						IDLE (N)		700.00	10.00		16.03	0
290	1975	FORD	LTD	400	FTP		14.0	1.39	46.55	751.5	1.10	
					SHORT TEST		14.0	1.32	29.41	636.1	0.81	
					3-MODE	HI SPEED	31.0	25.00	1.00		491.44	0
						LOW SPEED	15.0	30.00	1.60		90.19	0
						IDLE (D)		80.00	1.80		44.09	0
						IDLE (N)		60.00	1.10		36.07	0
293	1975	FORD	LTD	460	FTP		14.0	2.78	80.81	749.5	1.69	
					SHORT TEST		14.0	2.05	46.76	623.9	1.18	
					3-MODE	HI SPEED	31.0	40.00	1.15		819.07	0
						LOW SPEED	15.0	70.00	2.10		179.31	0
						IDLE (D)		185.00	6.30		29.06	0
						IDLE (N)		90.00	4.10		25.05	0
294	1975	LINC	CONT	460	FTP		15.3	1.31	35.28	832.5	1.62	
					SHORT TEST		15.3	0.88	31.48	690.9	0.85	
					3-MODE	HI SPEED	36.0	20.00	1.50		552.87	0
						LOW SPEED	18.0	35.00	3.00		116.17	0
						IDLE (D)		95.00	3.80		59.12	0
						IDLE (N)		50.00	2.30		45.09	0
295	1975	MERC	MONA	302	FTP		11.2	1.37	39.00	602.2	0.54	
					SHORT TEST		11.2	0.56	10.45	509.8	0.47	
					3-MODE	HI SPEED	26.0	120.00	3.70		296.91	5
						LOW SPEED	12.0	210.00	5.40		217.19	5
						IDLE (D)		300.00	6.50		48.10	10
						IDLE (N)		190.00	3.60		42.09	4
297	1975	MERC	MONT	351	FTP		14.0	1.13	31.53	651.3	1.58	
					SHORT TEST		14.0	0.98	24.07	544.9	0.88	
					3-MODE	HI SPEED	31.0	30.00	0.90		972.64	0
						LOW SPEED	15.0	35.00	1.30		166.68	0
						IDLE (D)		80.00	1.10		64.13	0
						IDLE (N)		45.00	0.55		44.09	0
298	1975	MERC	COUG	351	FTP		14.0	1.94	47.00	657.3	2.24	
					SHORT TEST		14.0	1.39	30.82	532.3	1.55	
					3-MODE	HI SPEED	31.0	40.00	0.90		860.02	0
						LOW SPEED	15.0	60.00	1.80		348.10	0
						IDLE (D)		160.00	3.40		27.06	0
						IDLE (N)		55.00	1.00		30.06	0
300	1975	OLDS	OMEG	260	FTP		12.0	2.14	59.93	536.6	1.51	
					SHORT TEST		12.0	1.33	28.93	438.5	1.09	
					3-MODE	HI SPEED	31.0	145.00	3.50		1194.55	13
						LOW SPEED	15.0	160.00	3.50		296.91	21
						IDLE (D)		50.00	0.04		430.01	30
						IDLE (N)		70.00	0.03		151.53	26
308	1975	PLYM	SCAM	318	FTP		11.2	0.80	15.50	594.2	1.13	
					SHORT TEST		11.2	1.55	20.84	453.2	1.21	
					3-MODE	HI SPEED	26.0	60.00	1.30		962.40	0
						LOW SPEED	12.0	180.00	2.20		470.96	0
						IDLE (D)		70.00	0.30		113.65	0
						IDLE (N)		35.00	0.02		45.09	0
311	1975	PLYM	FURY	360	FTP		12.0	3.42	95.19	529.0	1.40	
					SHORT TEST		12.0	2.47	53.70	449.4	1.82	
					3-MODE	HI SPEED	31.0	130.00	4.10		573.35	0
						LOW SPEED	15.0	120.00	2.00		716.68	0
						IDLE (D)		180.00	4.20		64.13	0
						IDLE (N)		185.00	4.00		53.11	0

FEDERAL TEST PROCEDURE AND FEDERAL SHORT TEST EMISSION RESULTS IN GRAMS/MILE

FEDERAL THREE MODE TEST EMISSION RESULTS ARE:HC - PPM/HEX, CO - $, UNCORRECTED NOX - PPM

TIME TO STABILIZE IS IN SECONDS

APPENDIX I, CONT'D

LISTING OF FEDERAL TEST PROCEDURE, FEDERAL SHORT TEST, AND FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEHICLE NUMBER	YEAR	MAKE	MODEL	CID	TEST TYPE	TEST MODE	RLHP	HC	CO	CO2	NOXC	TIME TO STABILIZE
312	1975	PLYM	FURY	400	FTP		14.0	5.22	87.44	603.2	1.77	
					SHORT TEST		14.0	3.54	46.20	500.0	1.86	
					3-MODE	HI SPEED	31.0	120.00	3.00		685.97	0
						LOW SPEED	15.0	130.00	0.90		1418.52	0
						IDLE (D)		260.00	2.80		78.16	0
						IDLE (N)		210.00	4.10		57.12	0
313	1975	PLYM	FURY	360	FTP		14.0	3.00	71.14	550.2	1.44	
					SHORT TEST		14.0	1.97	31.53	458.2	2.05	
					3-MODE	HI SPEED	31.0	160.00	3.30		1045.23	0
						LOW SPEED	15.0	160.00	1.60		1542.95	0
						IDLE (D)		260.00	4.60		54.11	0
						IDLE (N)		250.00	5.00		43.09	0
314	1975	PONT	ASTR	140	FTP		9.9	3.96	105.36	317.5	0.73	
					SHORT TEST		9.9	2.24	66.37	266.5	0.47	
					3-MODE	HI SPEED	21.0	70.00	2.00		1343.86	0
						LOW SPEED	9.0	135.00	3.20		196.99	0
						IDLE (D)		320.00	9.90		18.04	0
						IDLE (N)		250.00	9.50		16.03	0
318	1975	PONT	LEMA	350	FTP		13.2	0.78	13.44	600.1	5.65	
					SHORT TEST		13.2	0.33	2.88	482.7	4.15	
					3-MODE	HI SPEED	31.0	30.00	0.05		2115.34	0
						LOW SPEED	15.0	40.00	0.20		2140.23	0
						IDLE (D)		45.00	0.04		161.63	0
						IDLE (N)		110.00	0.03		111.12	0
320	1975	PONT	STAW	400	FTP		15.3	1.41	49.95	664.0	1.66	
					SHORT TEST		15.3	0.45	14.27	546.5	1.80	
					3-MODE	HI SPEED	36.0	110.00	2.90		726.92	29
						LOW SPEED	18.0	45.00	0.50		358.34	30
						IDLE (D)		50.00	0.05		186.89	19
						IDLE (N)		50.00	0.04		65.13	26
321	1975	PONT	GRNV	455	FTP		14.7	1.42	44.74	722.0	0.95	
					SHORT TEST		14.7	0.41	9.60	595.0	0.95	
					3-MODE	HI SPEED	36.0	55.00	2.40		563.11	0
						LOW SPEED	18.0	40.00	2.10		224.77	0
						IDLE (D)		40.00	0.05		101.02	0
						IDLE (N)		30.00	0.05		93.19	0
322	1975	AUDI	FOX	97	FTP		8.8	1.64	8.64	360.5	1.17	
					SHORT TEST		8.8	1.07	3.68	298.9	0.74	
					3-MODE	HI SPEED	21.0	180.00	1.65		1318.98	25
						LOW SPEED	9.0	140.00	0.40		583.59	22
						IDLE (D)						
						IDLE (N)		90.00	0.20		77.16	15
323	1976	CAPR	GHIA	171	FTP		9.9	2.48	66.09	453.0	0.91	
					SHORT TEST		9.9	0.50	3.14	453.0	0.61	
					3-MODE	HI SPEED	26.0	215.00	6.25		389.06	0
						LOW SPEED	12.0	315.00	8.90		166.68	0
						IDLE (D)		272.50	8.35		87.18	0
						IDLE (N)		222.50	8.65		65.64	0
325	1975	COLT	SEDA	98	FTP		9.9	2.76	48.17	411.9	0.98	
					SHORT TEST		9.9	1.60	29.70	338.9	0.76	
					3-MODE	HI SPEED	21.0	40.00	1.60		737.16	0
						LOW SPEED	9.0	85.00	1.00		337.87	0
						IDLE (D)						
						IDLE (N)		75.00	3.20		36.07	0
326	1975	DATS	710	119	FTP		9.9	2.46	46.52	325.9	1.84	
					SHORT TEST		9.9	1.58	31.20	279.7	1.45	
					3-MODE	HI SPEED	21.0	140.00	2.45		1343.86	0
						LOW SPEED	9.0	110.00	← 2.00		563.11	0
						IDLE (D)						
						IDLE (N)		90.00	1.20		44.09	0

FEDERAL TEST PROCEDURE AND FEDERAL SHORT TEST EMISSION RESULTS IN GRAMS/MILE

FEDERAL THREE MODE TEST EMISSION RESULTS ARE:HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

TIME TO STABILIZE IS IN SECONDS

APPENDIX I,CONT'D

LISTING OF FEDERAL TEST PROCEDURE, FEDERAL SHORT TEST, AND FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEHICLE NUMBER	YEAR	MAKE	MODEL	CID	TEST TYPE	TEST MODE	RLHP	HC	CO	CO2	NOXC	TIME TO STABILIZE
327	1975	DATS	B210	85	FTP		8.8	1.89	28.95	293.9	1.69	
					SHORT TEST		8.8	1.43	16.80	243.9	1.05	
					3-MODE	HI SPEED	21.0	190.00	2.90		1542.95	8
						LOW SPEED	9.0	135.00	4.20		675.73	5
						IDLE (D)						
						IDLE (N)		130.00	1.45		48.10	5
328	1975	DATS	SEDA	119	FTP		9.9	2.20	47.36	336.2	2.13	
					SHORT TEST		9.9	1.49	25.18	278.3	1.76	
					3-MODE	HI SPEED	21.0	90.00	1.80		1269.20	0
						LOW SPEED	9.0	135.00	1.60		839.54	0
						IDLE (D)		275.00	3.60		59.12	0
						IDLE (N)		100.00	1.80		41.08	0
329	1975	FIAT	STAW	78	FTP		8.8	2.14	46.97	326.6	4.10	
					SHORT TEST		8.8	1.17	22.50	272.4	3.73	
					3-MODE	HI SPEED	21.0	75.00	2.40		1592.73	21
						LOW SPEED	9.0	90.00	3.00		655.25	32
						IDLE (D)						
						IDLE (N)		2000.00	9.60		27.06	30
330	1975	FIAT	X1-9	79	FTP		9.4	0.77	19.55	391.2	1.53	
					SHORT TEST		9.4	0.29	5.58	318.6	1.74	
					3-MODE	HI SPEED	21.0	150.00	6.70		846.14	0
						LOW SPEED	9.0	30.00	0.30		796.36	0
						IDLE (D)						
						IDLE (N)		30.00	0.08		62.13	0
331	1975	HOND	CVCC	91	FTP		8.3	1.73	12.79	287.0	1.48	
					SHORT TEST		8.3	1.17	8.62	236.7	1.20	
					3-MODE	HI SPEED	21.0	100.00	1.40		2986.36	5
						LOW SPEED	9.0	120.00	0.90		1244.32	4
						IDLE (D)						
						IDLE (N)		265.00	1.90		118.70	6
332	1975	MAZD	RX3	70	FTP		10.9	1.44	11.34	662.4	0.63	
					SHORT TEST		10.9	0.23	4.07	555.5	0.40	
					3-MODE	HI SPEED	21.0	0.00	0.05		307.15	0
						LOW SPEED	9.0	0.00	0.05		80.16	0
						IDLE (D)						
						IDLE (N)		0.00	0.02		29.06	0
333	1975	MAZD	RX3	70	FTP		9.9	4.70	30.22	1026.3	0.66	
					SHORT TEST		9.9	9.98	87.09	579.4	0.42	
					3-MODE	HI SPEED	21.0	10.00	0.20		430.01	0
						LOW SPEED	9.0	10.00	0.05		113.65	0
						IDLE (D)						
						IDLE (N)		10.00	0.10		24.05	0
335	1975	MG	MGB	110	FTP		9.4	0.75	21.12	452.4	0.81	
					SHORT TEST		9.4	0.39	11.31	375.6	0.57	
					3-MODE	HI SPEED	21.0	40.00	1.45		788.35	0
						LOW SPEED	9.0	40.00	0.40		296.91	0
						IDLE (D)						
						IDLE (N)		30.00	1.00		61.13	0
336	1975	OPEL	STAW	116	FTP		10.3	2.57	49.08	387.2	1.63	
					SHORT TEST		10.3	1.98	34.79	326.6	0.98	
					3-MODE	HI SPEED	21.0	110.00	2.40		2190.00	0
						LOW SPEED	9.0	140.00	3.10		563.11	0
						IDLE (D)		135.00	3.50		103.55	0
						IDLE (N)		110.00	2.80		77.16	0
338	1975	PORS	911S	164	FTP		9.4	2.37	39.96	436.5	1.17	
					SHORT TEST		9.4	1.97	26.60	402.5	1.24	
					3-MODE	HI SPEED	21.0	50.00	1.20		460.73	0
						LOW SPEED	9.0	80.00	1.20		460.73	0
						IDLE (D)						
						IDLE (N)		70.00	2.10		73.15	0

FEDERAL TEST PROCEDURE AND FEDERAL SHORT TEST EMISSION RESULTS IN GRAMS/MILE

FEDERAL THREE MODE TEST EMISSION RESULTS ARE:HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

TIME TO STABILIZE IS IN SECONDS

APPENDIX I,CONT'D

LISTING OF FEDERAL TEST PROCEDURE, FEDERAL SHORT TEST, AND FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEHICLE NUMBER	YEAR	MAKE	MODEL	CID	TEST TYPE	TEST MODE	RLHP	HC	CO	CO2	NOXC	TIME TO STABILIZE
340	1975	TOYO	CELI	133	FTP		9.9	2.28	24.77	393.0	2.51	
					SHORT TEST		9.9	2.16	20.22	328.9	1.60	
					3-MODE	HI SPEED	26.0	60.00	0.25		2986.36	20
						LOW SPEED	12.0	115.00	1.10		1443.41	20
						IDLE (D)						
						IDLE (N)		900.00	0.75		90.19	40
341	1975	TOYO	CORO	97	FTP		9.4	2.43	33.48	353.6	2.12	
					SHORT TEST		9.4	1.36	20.78	301.2	1.93	
					3-MODE	HI SPEED	21.0	188.00	0.76		2289.54	11
						LOW SPEED	9.0	190.00	1.68		920.80	16
						IDLE (D)						
						IDLE (N)		38.00	0.37		43.09	10
342	1975	VOLK	SEDA	97	FTP		8.8	2.97	25.34	291.8	1.94	
					SHORT TEST		8.8	2.03	14.01	244.0	1.32	
					3-MODE	HI SPEED	21.0	150.00	1.10		2015.80	0
						LOW SPEED	9.0	190.00	0.45		706.45	0
						IDLE (D)						
						IDLE (N)		250.00	2.70		71.15	0
343	1975	VOLK	RABB	90	FTP		8.3	4.53	59.55	273.2	0.81	
					SHORT TEST		8.3	1.92	43.61	229.5	0.59	
					3-MODE	HI SPEED	21.0	170.00	5.10		849.78	0
						LOW SPEED	9.0	165.00	2.30		645.02	0
						IDLE (D)						
						IDLE (N)		110.00	2.80		37.08	0
345	1975	VOLV	SEDA	121	FTP		10.3	2.12	67.75	403.7	1.00	
					SHORT TEST		10.3	1.31	49.03	339.1	0.57	
					3-MODE	HI SPEED	26.0	120.00	3.80		696.21	0
						LOW SPEED	12.0	90.00	2.80		327.63	0
						IDLE (D)		80.00	2.80		48.10	0
						IDLE (N)		35.00	0.80		34.07	0
511	1975	FORD	GRAN	200	FTP		11.2	1.36	27.82	542.5	0.92	
					SHORT TEST		11.2	0.62	13.66	434.1	0.58	
					3-MODE	HI SPEED	26.0	30.00	1.50		186.89	0
						LOW SPEED	12.0	45.00	2.90		33.07	0
						IDLE (D)						
						IDLE (N)		30.00	0.05		31.06	0
512	1975	MERC	MONA	250	FTP		11.2	0.57	20.64	588.8	1.71	
					SHORT TEST		11.2	0.30	4.60	490.4	1.49	
					3-MODE	HI SPEED	26.0	20.00	2.60		166.68	29
						LOW SPEED	12.0	20.00	0.05		430.01	16
						IDLE (D)		25.00	0.05		131.33	11
						IDLE (N)		25.00	0.05		52.11	10
513	1975	OLDS	OMEG	250	FTP		11.2	1.80	30.61	511.0	2.16	
					SHORT TEST		11.2	0.78	5.77	435.5	2.44	
					3-MODE	HI SPEED	26.0	110.00	3.10		665.49	0
						LOW SPEED	12.0	50.00	0.03		1368.75	0
						IDLE (D)		240.00	0.03		307.15	0
						IDLE (N)		240.00	0.03		146.48	0
514	1975	PLYM	GRNF	400	FTP		13.4	4.19	125.69	628.9	1.16	
					SHORT TEST		13.4	4.06	90.24	522.8	1.15	
					3-MODE	HI SPEED	36.0	85.00	4.00		634.78	0
						LOW SPEED	18.0	60.00	2.50		552.87	0
						IDLE (D)		315.00	8.50		32.07	0
						IDLE (N)		390.00	8.50		25.05	0
515	1975	PONT	VENT	250	FTP		11.2	1.30	32.23	449.7	2.60	
					SHORT TEST		11.2	0.29	7.75	368.5	2.90	
					3-MODE	HI SPEED	26.0	140.00	4.30		798.59	0
						LOW SPEED	12.0	35.00	0.04		1244.32	0
						IDLE (D)		40.00	0.07		307.15	0
						IDLE (N)		30.00	0.03		82.17	0

FEDERAL TEST PROCEDURE AND FEDERAL SHORT TEST EMISSION RESULTS IN GRAMS/MILE

FEDERAL THREE MODE TEST EMISSION RESULTS ARE:HC - PPM/HEX, CO - $, UNCORRECTED NOX - PPM

TIME TO STABILIZE IS IN SECONDS

LISTING OF FEDERAL TEST PROCEDURE, FEDERAL SHORT TEST, AND FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES

DENVER

VEHICLE NUMBER	YEAR	MAKE	MODEL	CID	TEST TYPE	TEST MODE	RLHP	HC	CO	CO2	NOXC	TIME TO STABILIZE
516	1975	BMW	SEDA	121	FTP		11.2	0.85	14.06	487.5	0.79	
					SHORT TEST		11.2	0.25	4.30	384.7	0.57	
					3-MODE	HI SPEED	26.0	5.00	0.05		470.96	0
						LOW SPEED	12.0	5.00	0.10		189.41	0
						IDLE (D)						
						IDLE (N)		10.00	0.10		103.55	0
517	1975	BMW	530I	182	FTP		12.7	1.17	38.20	694.8	0.56	
					SHORT TEST		12.7	4.22	46.77	560.4	0.38	
					3-MODE	HI SPEED	31.0	20.00	2.00		151.53	0
						LOW SPEED	15.0	20.00	3.40		55.11	0
						IDLE (D)						
						IDLE (N)		2000.00	5.80		23.05	0
518	1975	SUBA	STAW	83	FTP		9.4	2.95	24.83	293.7	2.26	
					SHORT TEST		9.4	2.06	15.50	252.5	1.80	
					3-MODE	HI SPEED	21.0	145.00	0.65		2065.57	0
						LOW SPEED	9.0	135.00	1.90		583.59	0
						IDLE (D)						
						IDLE (N)		290.00	1.50		44.09	0
519	1975	MERB	450S	276	FTP		12.7	1.23	17.97	682.1	1.81	
					SHORT TEST		12.7	1.11	7.04	548.8	1.22	
					3-MODE	HI SPEED	31.0	40.00	1.15		522.16	0
						LOW SPEED	15.0	35.00	1.00		94.19	0
						IDLE (D)		60.00	2.10		35.07	0
						IDLE (N)		45.00	1.00		32.07	0
520	1975	PORS	914	120	FTP		9.4	2.12	26.59	387.0	1.36	
					SHORT TEST		9.4	1.22	20.53	313.7	0.92	
					3-MODE	HI SPEED	21.0	40.00	0.30		952.17	0
						LOW SPEED	9.0	40.00	0.15		358.34	0
						IDLE (D)						
						IDLE (N)		60.00	0.65		82.17	0
521	1975	SAAB	99LE	121	FTP		9.9	3.31	10.23	346.6	2.67	
					SHORT TEST		9.9	2.75	9.10	265.0	2.18	
					3-MODE	HI SPEED	21.0	90.00	0.50		2588.18	0
						LOW SPEED	9.0	120.00	0.50		1144.77	0
						IDLE (D)						
						IDLE (N)		1550.00	1.15		82.17	0
522	1975	AMMO	HORN	232	FTP		10.3	2.24	32.81	388.3	3.43	
					SHORT TEST		10.3	1.66	11.20	323.6	3.81	
					3-MODE	HI SPEED	26.0	110.00	1.20		2090.45	0
						LOW SPEED	12.0	135.00	0.60		1119.89	0
						IDLE (D)		255.00	2.50		196.99	0
						IDLE (N)		225.00	2.40		78.16	0
523	1975	AMMO	HORN	258	FTP		12.0	2.95	70.88	498.3	1.98	
					SHORT TEST		12.0	1.76	25.43	427.0	2.04	
					3-MODE	HI SPEED	26.0	30.00	1.70		995.45	0
						LOW SPEED	12.0	60.00	0.75		552.87	0
						IDLE (D)		115.00	3.30		189.41	0
						IDLE (N)		100.00	3.20		116.17	0
524	1975	DODG	MONA	440	FTP		13.4	3.07	59.33	643.7	2.13	
					SHORT TEST		13.4	2.70	30.14	525.7	3.01	
					3-MODE	HI SPEED	31.0	80.00	1.20		829.31	28
						LOW SPEED	15.0	100.00	0.80		778.11	25
						IDLE (D)		240.00	3.70		41.08	37
						IDLE (N)		250.00	3.60		30.06	18
525	1975	MERC	MARQ	460	FTP		13.4	1.19	26.52	833.4	2.15	
					SHORT TEST		13.4	0.88	17.47	670.2	1.54	
					3-MODE	HI SPEED	36.0	25.00	0.18		1418.52	0
						LOW SPEED	18.0	25.00	0.45		430.01	0
						IDLE (D)		40.00	0.95		80.16	0
						IDLE (N)		30.00	0.60		48.10	0

FEDERAL TEST PROCEDURE AND FEDERAL SHORT TEST EMISSION RESULTS IN GRAMS/MILE

FEDERAL THREE MODE TEST EMISSION RESULTS ARE:HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

TIME TO STABILIZE IS IN SECONDS

APPENDIX J

APPENDIX J

DENVER INSPECTION/MAINTENANCE EVALUATION TASK MALADJUSTMENT AND DISABLEMENT INSPECTION, DIAGNOSTIC AND MAINTENANCE PROCEDURES

This appendix contains the Maladjustment and Disablement Inspection, Diagnostic and Maintenance Procedures employed in the Denver Inspection/Maintenance Evaluation Task. These procedures are general. In specific situations, the diagnostic and maintenance procedures listed in the repair manuals were followed.

Major paragraphs contained within this appendix are titled as follows:

APPENDIX J

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J.1 DEFINITION OF MALADJUSTMENT AND DISABLEMENT

Maladjustment and disablement are defined for application in this Scope of Work as any deviation from manufacturer's specifications not due to normal wear and tear. Maladjustment includes those actions (or evidence thereof) relating to the wrong adjustment of some adjustable engine parameter such as ignition timing or idle fuel/air mixture. Disablement includes those actions (or evidence thereof) which can be construed to be the willful removal, deactivation, alteration or replacement with a part or system which, in essence, does not perform the same function as the original part or system, of emission related parts or components. Disablement is to be corrected prior to the performance of further diagnostic and maintenance work on the vehicle.

J.2 MALADJUSTMENT AND DISABLEMENT INSPECTION

Functional as well as visual checks are to be made on all systems, subsystems and components relating to the emission controls. The crankcase, exhaust and evaporative emission controls are to be subjected to these checks.

It may be necessary to partially disassemble and/or remove some items to properly determine the operational status.

J.2.1 Air Cleaner Systems

Inspect the air cleaner system for elevated or inverted air cleaner element housing covers, the removal and/or deactivation of the hot air source, the disablement of the vacuum signal or the modification and/or disablement of the damper door.

Air cleaner system mounted temperature sensors operate in conjunction with various other systems. These sensors are to be checked in conjunction with the inspection of these systems.

Dust and/or oil laden elements are not regarded as disablement; however, non-standard elements are.

J.2.2 Air Injection System

Inspect the secondary air injection system for proper connection and operation. Air hoses and pipes, belts, vacuum lines and valves are to be included in said inspection. Perform the Operation Quick Check (s) listed in paragraph J.3.2. Do not document low air flow, delayed diverter valve action or other deficiencies which may be regarded as normal wear and tear resulting from age or mileage acccumulation as disablement.

J.2.3 Exhaust System

Inspect the exhaust system for integrity of original equipment manufacturer (OEM) configuration and components. Document aftermarket dual exhaust pipes, glass pack mufflers, headers, converter removal, removal of the heat riser valve and any other non-standard parts or configurations.

J.2.4 Exhaust Gas Recirculation System

Inspect the exhaust gas recirculation (EGR) system for proper connection and operation. Perform the Operation Quick Check listed in paragraph J.3.4.

If the valve does not operate, a check of system components is to be made to determine if disablement of the vacuum source is the cause. Stuck valves, relays or sensor due to age or mileage accumulation is not regarded as disablement.

J.2.5 Carburetion System

Inspect the carburetor for the presence or absence of idle fuel/air adjustment limiter caps. If present, check if these caps properly limit travel of the idle fuel/air needle valve.

Check also for additional disablement which may include the installation of performance items in the areas of intake manifolds, carburetors, air cleaners, fuel pumps and pressure regulators. Installation of manual choke devices, removal of electric assist choking mechanisms or vacuum delay units and modifications to the bowl venting system are also to be inspected and regarded as disablement.

J.2.6 Ignition System

Inspect the ignition system for proper connection and operation. Check in particular the initial timing setting. If not to specifications, determine if the condition is due to normal wear and tear or to intentional maladjustment.

The ignition timing controls are to be given a gross check to indicate any alterations to both the centrifugal and the vacuum advance mechanisms. Key points as listed in the specifications for these mechanisms are to be checked using a timing light (protractor) and a supplemental vacuum source.

Any missing ignition components are to be documented. Such a determination is to be made based on a comparison between the ignition component application table (or schematic) contained in the repair manual and the subject engine.

Operation of the ignition system is to be checked using the Operational Quick Check listed in paragraph J.3.6. Whenever the desired result is not obtained a more detailed inspection is to be performed to establish the cause, be it maladjustment or normal wear and tear. These

detailed inspections are to be performed in accordance with procedures listed in the repair manual.

Integrity of the vacuum controls is to be documented. Hoses that have been disconnected, by-passed, plugged or re-routed to blind connections are regarded as disablement. Split hoses or hoses that have deteriorated through exposure to heat, fuel or oil are not.

Any installed ignition controls not listed in the vehicle service manual are also to be subjected to the connection and operation inspection as prescribed by the manufacturer of such controls. The results of this inspection are to be documented.

J.2.7 Fuel Evaporative Emission Control System

Inspect the evaporative emission control system for proper connection and operation. Note, in particular, the plugging or removal of hoses, alteration of the fuel tank filler neck and substitution of the gas tank cap. All of these conditions are regarded as disablement. Dirt laden fuel loss traps are not.

J.2.8 Crankcase Emission Control System

Inspect the crankcase emission control system for proper connection and operation. Check, in particular, for obvious positive crankcase ventilation (PCV) valve substitution (disablement) as may be evident, for example, by a threaded PCV valve forced into a rubber PCV hose. Assuming the valve part number corresponds to the manufacturer's listing, mere flow rate departures from specifications are not regarded as disablement. Non-prescribed part numbers having flow rates different from the prescribed part is regarded as disablement, however.

J.3 OPERATIONAL QUICK CHECKS

The Operational Quick Checks listed below are to be utilized in

connection with the Maladjustment and Disablement Inspection and the Diagnostic Procedures to indicate any problems in the corresponding emission control systems and subsystems. Once these problems have been indicated, however, procedures listed in the respective repair manual are to be followed to verify and correct the condition.

J.3.1 Thermostatic Air Cleaners (TAC)

Purpose - Supply carburetor with properly heated air.

Operation Quick Checks

	Test	Results Required
A.	TAC - no vac. used, (door positioned by thermostat). Engine below operating temp.	See door closed blocking cold air.
	Engine at operating temp.	See door partially open.
	Engine above operating temp.	See door full open to cold air.
B.	TAC - Door stat & vac motor used. Engine idling	See vac at hose end when removed and all in "A".
C.	TAC - Door positioned by vac. motor (no stat) Engine off	See door in heat "off" position.
	Engine idling and engine compartment temp. below 85°F	See door in heat "on" position.
	Engine idling and engine compartment temp. above 100°F	See door in heat "off" position.
D.	TAC - dual snorkel	
	Conditions same as in "C"	See all in "C".
	Accelerate engine rapidly in neutral	Hear sharp "clack" in extra snorkel when its door moves.
E.	TAC - ram air. No checks necessary - driver's option through cable controls.	

J.3.2 Air Injection Reactors (AIR)

Purpose - Supply additional air to mix with exhaust gases in exhaust manifold for more complete combustion.

Operation Quick Checks

	Pump Test	Results Required
A.	System using hoses. Run engine at steady 1500 RPM. Clamp off hose (s) to exhaust manifolds	Hear steady rushing noise from pressure relief valve.
	Snap throttle shut from 1500 RPM, (no clamped Hoses)-	Hear rushing noise from diverter valve for 1-3 seconds.
B.	System using metal pipes, Disconnect pipe (s) to exhaust manifolds, accelerate engine to 1500 RPM-	See air flow increase with increase of RPM.
	Snap throttle shut from 1500 RPM (all pipes reconnected)-	Hear rushing noise from diverter valve for 1-3 seconds.

J.3.3 Exhaust System

J.3.3.1 Thermal Reactors

Purpose - to allow longer "residence time" of extremely hot exhaust gases in a chamber before they are discharged into the exhaust pipe. This longer residence time allows more complete combustion outside the engine cylinder than can be attained using a standard exhaust manifold.

There are no Operational Quick Checks for thermal reactors.

J.3.3.2 Catalytic Converters

Purpose - to continue the combustion process in the exhaust system.

There are no Operational Quick Checks for catalytic converters.

J.3.4 Exhaust Gas Recirculation Systems (EGR)

Purpose - Recirculate some of the exhaust gases back into the intake manifold to aid in reducing NO_x emissions.

Operation Quick Checks

Test	Results Required
Bring engine to operating temperature: Abruptly accelerate idling engine to 2000 RPM (NOT OVER 3000 RPM) several times - - - - - - - - - - - -	See EGR valve stem move and return as RPM is changed.
Engine idling: Manually move EGR valve stem - - - - - - - - -	See RPM drop. See rough idle.

J.3.5 Fuel System Controls (Excludes Evaporative Loss Controls)

Purpose - Help maintain desired air-fuel mixture during different modes of engine operation, (starting, idle, acceleration, deceleration, etc.).

With carburetion, specifically named devices or systems are usually "built in" as part of carburetor construction. Therefore, it is difficult to perform any "Operational Quick Checks".

Generally, if an engine can be normally started, brought to operating temperature, and is found to idle at RPM and CO specified, many of the so called "systems" will have to be functional.

If engine at operating temperature will idle properly, none of the following units could be malfunctioning.

ACV - Air cut valve - - - - - - - - - - - - - - Normal Idle

AEC - Auxiliary enrichment carburetor - - - - Normal idle

BCDD - Boost controlled deceleration
device- - - - - - - - - - - - - - - - - - Normal idle

CRV - Coasting richer valve - - - - - - - - - Normal idle

DV - Decel valve (carburetor)- - - - - - - - Normal idle

FCV - Fuel cut-off valve- - - - - - - - - - - Normal idle

ISS - Idle stop solenoid- - - - - - - - - - - Normal idle

MCV - Mixture control valve - - - - - - - - - Normal idle

TP - Throttle positioner - - - - - - - - - - Normal idle

TPV - Throttle poppet valve - - - - - - - - - Normal idle

VTM - Vacuum throttle modulator - - - - - - - Normal idle

In this area, most of the diagnostician's judgment shall be based on specified idle conditions and actual HC-CO readings.

J.3.6 Ignition System Controls

Purpose - Prevent distributor vacuum advance or further retard ignition timing (idle, in lower forward gears, on deceleration, etc.).

Operation Quick Checks

Test	Results Required
DAS (1 wire)	
Engine idling, disconnect lead at bullet connector	See no change in RPM.
Use jumper wire from battery & to solenoid lead	See idle increase approximately 50 RPM. See 7.5° advance in timing.
DD (2 distributors)	
Engine idling at operating temp., connect timing light to one coil	Note timing setting.
Now connect timing light to other coil	See a timing setting change of 8° to 14°.
DDD (2 vac hoses) (DAD)	
Engine idling at operating temperature, remove advance vac hose	See no vacuum. See no RPM change.
Remove retard hose and block with finger	See vacuum at hose. See RPM change.
Plug retard hose on advance side of diaphragm	See increased RPM. Remember to reinstall both hoses correctly when check is complete.
DPD (Single coil)	
Engine idling at operating temperature, connect jumper wire from advance to retard primary terminals of distributor	See RPM decrease, (approx. 100 RPM).

Test	Results Required
Connect timing light, watch timing marks and remove jumper wire	See timing advance approximately 10°.
DRS (2 wires)	
Engine idling at operating temperature, disconnect vac. hose at distributor diaphrahm	See no vacuum.
Plug hose, connect timing light	Note timing setting.
Open throttle slightly	See timing advance at least 5°.
DV ("Ignition" decel valve)	
Engine idling at operating temperature, remove advance hose at distributor diaphragm	See no vacuum.
Plug hose, connect timing light	
Increase speed to 2000 RPM, hold for 5 seconds	Note timing setting.
Snap throttle shut	See quick retard of timing.
Replace hose, increase speed again to 2000 RPM and hold 5 seconds	See greater advance.
Snap throttle shut	See greater advance remain for 3 seconds.
PVA (without solenoid)	
Engine idling at operating temperature, disconnect vac. advance hose at distributor	See no vacuum.
Accelerate engine to 1500 RPM	Note vacuum at hose end.
PVA (with solenoid)	
See TAV for quick checks.	

Test	Results Required
SCS Includes ESC, CEC, TCS	
Jack up rear wheels, USE SAFETY STANDS. Engine at operating temperature idling in neutral, remove vac. advance hose	See no vacuum at hose.
Automatic Transmissions Shift transmission into "Drive", accelerate and cruise for 30 seconds	See vacuum appear (may take up to 30 seconds) at any cruise speed above 28 mph. DO NOT EXCEED 40 MPH
Standard Transmissions Shift transmission into high gear and release clutch	See vacuum appear at hose immediately.
If no vacuum at hose accelerate and cruise for 30 seconds	See vacuum appear at hose any speed above 28 mph. DO NOT EXCEED 40 MPH

J.3.6.1 Engine Overheat Protection Controls

Purpose - Aid in cooling engine back down to normal operating temperature by advancing the ignition timing. (Increased ignition timing generally decreases internal engine heat while the resulting increased idle RPM allows greater fan speed and efficiency).

There are no Operational Quick Checks for most of these devices or systems. However, the normal function of other systems is usually interrupted by a malfunction in overheat protection control systems.

Operational Quick Checks are for emission systems inspections. Some examples of overheat protection devices or systems are:

CTO - Coolant temperature override

DVCV - Distributor vacuum control valve

PVS - Ported vacuum switch (valve)

TCV - Temperature controlled vacuum valve

TO - Thermal override (switch)

TVBV - Temperature operated vacuum by-pass valve (EGR)

TVS - Thermal vacuum switch

TVV - Thermo vacuum valve

J.3.7 Evaporative Loss Control Systems

Evaporative loss of unburned fuel is controlled by only two basic methods, (a) storage in a carbon filled canister or (b) storage in the crankcase of the engine. Both systems purge these stored fumes by passing them through the intake manifold during engine operation.

Technicians need only determine if the storage method used seals the fumes from escaping into the atmosphere and that the method of purging is operational.

J.3.7.1 Operational Quick Checks - Tank Caps - Fuel tank caps, all systems: Non-vented tank caps, plain or locking, are required. Note, do not confuse non-vented caps containing pressure-relief valves with vented caps.

J.3.7.2 Operational Quick Checks - Crankcase Storage - Crankcase storage systems shall be visually inspected for:

(a) Vent hoses are required to lead the evaporated fumes into the crankcase for storage.

(b) Purge is by a routing of hose (s) to either the air cleaner or to the intake manifold.

(There is no carbon canister in these systems).

J.3.7.3 Operational Quick Checks - Canister Storage - Carbon canister systems shall be visually inspected for:

(a) Canister in good condition, securely mounted, all hoses attached.

(b) Vent hose (s) attached to canister for storage and additional hose (s) shall route the purging of fumes by at least one of the following methods.

I. Purge by air cleaner depression - - - - - - - - - - - -	Purge hose (s) leads to air cleaner, snorkel or both.

II. Purge by idle vacuum - - - - - Purge hose leads to port sensing manifold vacuum at idle.

III. Purge by engine speeds above idle - - - - - - - - - - Purge hose leads to port sensing manifold vacuum only above idle speeds.

IV. Two stage purging- - - - - - - More than one hose used, arrange to purge minimum amount at idle speeds with maximum purging above idle speeds.

V. Delay purging - - - - - - - - - - Purge is delayed under certain engine operating conditions, i.e., ambient air temperature, operation in lower gears etc. Purging hoses shall be traced from canister to engine ports.

VI. Combination purging- - - - - - Purge hose is "Teed" into PCV system and purges canister fumes whenever PCV system is purging crankcase fumes.

J.3.8 Crankcase Emission Control Systems

Purpose - Vent crankcase and dispose of blow-by fumes.

Operational Quick Checks

Test	Results Required
Type 1 - open	
Clamp off PCV hose, engine idling	See 40-80 RPM drop on tach. Hear "click" as hose clamped and released.
Type 2 - open	
Clamp off PCV hose, engine idling	See at least 50 RPM drop on tach. Hear "thump" as hose clamped and released.
Type 3 - open or closed	
Remove PCV hose from air cleaner, engine idling. Remove breather cap and plug opening	See blow-by fumes appear at open end of PCV hose.
Type 4 - closed	
Clamp off PCV hose, engine idling	See 40-80 RPM drop on tach. See NO blow-by fumes from breather cap. "Click" as hose clamped and released.

J.4 ENGINE DIAGNOSTIC PROCEDURES

Diagnostic procedures are to be limited to those customarily utilized by the private sector repair industry and confined to emission related areas. Instruments and equipment used in these procedures are to be those commercially available to the repair industry and generally recognized as routine tools of the trade. Typically included instruments are:

Ignition analyzer (oscilloscope)
Tach-dwell meter
Vacuum/pressure gauges
Timing light
Compression tester
Vacuum pump
Hot and cold gun
Volt-ohm-ammeter
HC/CO emission analyzer
Idle enrichment devices
Thermometers
Stop watch
Auxiliary cooling fan

Excluded specifically are dynamometers, laboratory-grade HC/CO analyzers and data generated by these analyzers by other personnel. Also specifically excluded are practices and "field fixes" known only to a few technicians and not supported by the manufacturer's reference manual. Procedures and equipment may be expanded outside of the normal industry "tune-up" area, however, if they are necessary to perform the manufacturer's required emission maintenance.

A road test of the vehicle is allowed in extreme cases but is not to be employed on a routine basis.

J.4.1 Diagnostic Sequence

Engine diagnosis is to be accompanied by complete documentation of all emission related "as-received" engine conditions.

Step 1 - Determine the extent of maladjustment and disablement in the areas indicated on the "Maladjustment and Disablement Information and Tune-up Data" sheet and state the nature of these alterations. Use the guidelines and procedures provided under paragraph J.2 MALADJUSTMENT AND DISABLEMENT INSPECTION and J.3 OPERATIONAL QUICK CHECKS. Use also the procedures recommended by the manufacturer in dealing with specific situations.

Step 2 - Examine vehicle maintenance records and any other related evidence and assess the need for additional manufacturer's required service.

Step 3 - Perform an emission-oriented diagnosis as the final task prior to the repair process. Use the guidelines and procedures listed under J.3 OPERATIONAL QUICK CHECKS. Use also the procedures recommended by the manufacturer in dealing with specific situations.

J.4.2 Manufacturer's Required Emission Maintenance

Only those items listed on the "Tune-up Information" sheet are to be regarded as manufacturer required emission related maintenance. If any of the items appearing on this sheet do not appear on the manufacturer's "required" maintenance schedule, work associated with these items is not to be performed. Also, the manufacturer may "suggest" or "recommend" additional services without "requiring" they be performed at a specific interval. Such additional services are not within the scope of this project. The manufacturer required maintenance is to be performed if the vehicle is within 1500 miles of the prescribed interval unless there is a reasonable amount of evidence, either in the maintenance records of the vehicle or in repair receipts furnished by the owner, to indicate that such maintenance has, in fact, been performed.

J.4.3 Maintenance Costs and Other Limitations

The nominal cost limit for each vehicle is $100. This limit is to include; labor costs for both maintenance and any diagnostic costs which would ordinarily be charged in a commercial garage; and parts. Labor costs are to reflect flat-rate manual allowances for the specific job or combinations of jobs and/or a typical commercial charge where flat-rate allowances do not apply. Labor is to be charged for study related cost accounting purposes at the current typical labor rate of $13.50 per hour. Parts are to be charged, also for study related purposes, at list price.

Any repairs or adjustments charged to the vehicle are to be confined to the area of emission maintenance. Any repairs necessary to correct an unsafe vehicle condition or those made in correcting any damage to the vehicle occurring in the handling process are not to be reported in connection with this aspect of the study.

J.4.4 Replacement Parts

Only OEM recommended parts are to be utilized. If these parts are not available through the manufacturer's supply channels, the repairing technician is to alert the Program Manager.

J.4.5 Specification, Setting and Adjustment References

All service and adjustments are to be performed in accordance with the procedures and specifications prescribed by the vehicle manufacturer. Reference materials are to be employed in the following order of priority:

1. Vehicle emission sticker
2. Owner's manual
3. Manufacturer's shop manual
4. Independent service manual
5. Other (specify)

J.4.6 Emission Analyzer Utilization

The HC/CO analyzer is to be used extensively in both the diagnostic and the adjustment operations. Emission data generated in other phases of the study, however, is not to be referenced as a basis for maintenance related decisions.

J.4.7 Post-Maintenance Procedure

An emission inspection using the HC/CO analyzer provided is to be made after all diagnostic and maintenance activities have been completed. HC/CO readings are to be taken at idle (neutral) and at 2,250 rpm, no load, and documented. Marginal readings are to be accompanied by appropriate comments.

If during the Inspection Test associated with Evaluation Test Sequence #2 (the after-maintenance test sequence) the idle HC/CO readings exceed the pass limit, the vehicle is to be returned to the maintenance area for further diagnosis and/or validation of the Inspection Test readings. Any findings relating to this process are to be documented.

J.4.8 Cost Accounting

Personnel assigned to perform the Maladjustment and Disablement Inspection and Engine Diagnostic and Maintenance Procedures are to be responsible for the proper determination and documentation of related costs. Such costs are to be properly distributed into the following three areas:

1. Disablement restoration
2. Emission-oriented diagnosis
3. Manufacturer's required maintenance

These distributions are to be provided on the "Tune-up Information" sheet as follows:

Costs associated solely with disablement restoration are to be specifically indicated as such.

Costs resulting from the emission-oriented diagnosis but not related to the required maintenance schedule are to be specifically indicated as such.

Costs associated with the required maintenance schedule are to be specifically indicated as such. Work performed in connection with items needing attention as indicated by both the diagnostic process and the required maintenance schedule are to be charged solely to required maintenance.

APPENDIX K

APPENDIX K

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

Legend

VEH NO. - Vehicle Number

YR - Model Year

MAKE - Vehicle Make

MODL - Vehicle Model

CID - Engine Displacement in Cubic Inches

TEST TYPE - Indicates the Portion of the Test or Composite

HOT TRANS - Hot transient portion of test
HOT STAB - Hot stabilized portion of test
1972 FTP - Composite of Hot Transient and Hot Stabilized tests

HC - Hydrocarbon Emissions in grams per mile

CO - Carbon Monoxide Emissions in grams per mile

CO2 - Carbon Dioxide Emissions in grams per mile

NOXC - Oxides of Nitrogen Emissions Corrected for Humidity in grams per mile

FUEL ECON - Fuel Economy Calculated by the Carbon Balance Method in miles per gallon

AFTER MTCE. - Presents the Test Results after maintenance

APPENDIX K

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
001	75	CHEV	TRUC	350	HOT TRANS	7.07	66.9	475.9	1.55	14.7
					HOT STAB	5.40	90.9	509.4	0.91	13.3
					72 FTP	6.20	79.4	493.3	1.22	13.9
		AFTER MTCE.			HOT TRANS	N/A				
					HOT STAB	N/A				
					72 FTP	N/A				
002	75	CHEV	TRUC	350	HOT TRANS	2.78	78.1	509.3	2.28	13.8
					HOT STAB	3.53	121.1	541.0	0.90	12.0
					72 FTP	3.17	100.5	525.8	1.56	12.8
		AFTER MTCE.			HOT TRANS	N/A				
					HOT STAB	N/A				
					72 FTP	N/A				
003	75	CHEV	TRUC	350	HOT TRANS	2.58	58.9	544.7	0.83	13.8
					HOT STAB	1.49	17.7	682.8	1.01	12.4
					72 FTP	2.01	37.4	616.7	0.93	13.0
		AFTER MTCE.			HOT TRANS	N/A				
					HOT STAB	N/A				
					72 FTP	N/A				
004	75	CHEV	TRUC	350	HOT TRANS	2.51	11.5	611.8	3.39	13.9
					HOT STAB	0.28	0.5	631.2	1.89	14.0
					72 FTP	1.34	5.8	621.9	2.61	14.0
		AFTER MTCE.			HOT TRANS	N/A				
					HOT STAB	N/A				
					72 FTP	N/A				
005	75	DODG	TRUC	318	HOT TRANS	3.61	48.3	565.4	2.60	13.6
					HOT STAB	3.35	68.6	580.8	1.58	12.7
					72 FTP	3.47	58.9	573.5	2.07	13.1
		AFTER MTCE.			HOT TRANS	N/A				
					HOT STAB	N/A				
					72 FTP	N/A				

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	GRAMS PER MILE				MPG FUEL ECON
						HC	CO	CO2	NOXC	
006	75	FORD	TRUC	302	HOT TRANS	3.07	56.8	543.6	0.69	13.8
					HOT STAB	1.10	19.8	668.9	0.60	12.6
					72 FTP	2.05	37.5	608.9	0.64	13.2
		AFTER MTCE.			HOT TRANS	N/A				
					HOT STAB	N/A				
					72 FTP	N/A				
007	75	FORD	TRUC	302	HOT TRANS	0.73	11.9	497.3	0.91	17.1
					HOT STAB	0.31	2.4	573.6	0.71	15.3
					72 FTP	0.51	7.0	537.1	0.81	16.1
		AFTER MTCE.			HOT TRANS	N/A				
					HOT STAB	N/A				
					72 FTP	N/A				
008	75	FORD	TRUC	351	HOT TRANS	2.02	33.2	549.7	3.16	14.6
					HOT STAB	1.99	51.4	598.0	1.25	13.0
					72 FTP	2.01	42.7	574.8	2.16	13.7
		AFTER MTCE.			HOT TRANS	N/A				
					HOT STAB	N/A				
					72 FTP	N/A				
009	75	FORD	TRUC	351	HOT TRANS	4.13	42.2	527.5	3.46	14.6
					HOT STAB	2.44	44.6	578.9	1.65	13.5
					72 FTP	3.25	43.5	554.3	2.52	14.0
		AFTER MTCE.			HOT TRANS	N/A				
					HOT STAB	N/A				
					72 FTP	N/A				
010	75	GMC	TRUC	350	HOT TRANS	0.53	1.2	579.6	2.47	15.2
					HOT STAB	0.27	0.0	620.2	1.47	14.3
					72 FTP	0.39	0.6	600.8	1.95	14.7
		AFTER MTCE.			HOT TRANS	N/A				
					HOT STAB	N/A				
					72 FTP	N/A				

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
011	75	AMMO	HORN	258	HOT TRANS	2.34	19.0	398.0	3.87	20.4
					HOT STAB	1.92	22.3	435.8	3.57	18.6
					72 FTP	2.12	20.7	417.7	3.72	19.4
		AFTER MTCE.			HOT TRANS	1.70	17.7	440.2	2.68	18.7
					HOT STAB	1.17	7.7	473.6	2.55	18.1
					72 FTP	1.43	12.5	457.6	2.61	18.4
012	75	BUIC	CNTY	350	HOT TRANS	1.61	39.3	494.6	1.41	15.8
					HOT STAB	1.32	30.3	546.9	0.74	14.8
					72 FTP	1.46	34.6	521.9	1.06	15.3
		AFTER MTCE.			HOT TRANS	1.37	38.9	517.6	1.42	15.2
					HOT STAB	0.89	26.9	569.5	0.65	14.4
					72 FTP	1.12	32.6	544.6	1.02	14.8
013	75	BUIC	RIVI	455	HOT TRANS	3.19	60.0	588.4	1.38	12.8
					HOT STAB	3.11	65.9	618.0	0.92	12.1
					72 FTP	3.15	63.1	603.8	1.14	12.4
		AFTER MTCE.			HOT TRANS	1.92	61.9	584.4	1.03	12.9
					HOT STAB	2.34	68.2	619.1	0.84	12.1
					72 FTP	2.14	65.2	602.5	0.93	12.5
014	75	BUIC	REGA	350	HOT TRANS	2.84	76.1	495.3	1.10	14.2
					HOT STAB	2.61	66.7	533.4	0.83	13.7
					72 FTP	2.72	71.2	515.2	0.96	14.0
		AFTER MTCE.			HOT TRANS	1.27	34.0	539.4	0.91	14.9
					HOT STAB	0.85	21.6	592.5	0.41	14.1
					72 FTP	1.05	27.5	567.1	0.65	14.5
015	75	CADI	ELDO	500	HOT TRANS	7.84	207.0	538.7	0.88	10.0
					HOT STAB	5.48	125.0	605.7	1.49	10.8
					72 FTP	6.61	164.3	573.6	1.20	10.4
		AFTER MTCE.			HOT TRANS	4.94	159.3	582.7	0.92	10.5
					HOT STAB	4.26	101.5	635.6	1.35	11.0
					72 FTP	4.58	129.2	610.3	1.15	10.7

APPENDIX K,CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	GRAMS PER MILE				MPG FUEL ECON
							HC	CO	CO2	NOXC	
016	75	CHEV	VEGA	140	HOT	TRANS	0.83	23.2	305.8	1.54	25.7
					HOT	STAB	0.89	23.9	341.7	1.14	23.2
					72	FTP	0.86	23.5	324.5	1.33	24.4
		AFTER MTCE.			HOT	TRANS	0.84	21.9	320.9	1.03	24.8
					HOT	STAB	0.57	20.0	369.2	0.71	22.1
					72	FTP	0.70	20.9	346.1	0.86	23.3
017	75	CHEV	NOVA	250	HOT	TRANS	0.86	13.3	466.5	2.14	18.1
					HOT	STAB	0.32	2.6	485.7	2.17	18.1
					72	FTP	0.58	7.7	476.5	2.15	18.1
		AFTER MTCE.			HOT	TRANS	0.53	6.4	450.6	2.42	19.2
					HOT	STAB	0.08	0.2	464.8	2.42	19.1
					72	FTP	0.29	3.2	458.0	2.42	19.1
018	75	CHEV	MONT	350	HOT	TRANS	1.79	49.9	473.2	1.31	15.9
					HOT	STAB	1.30	43.1	513.0	0.71	15.2
					72	FTP	1.53	46.3	494.0	1.00	15.5
		AFTER MTCE.			HOT	TRANS	1.30	41.9	493.3	1.29	15.8
					HOT	STAB	0.95	31.1	538.8	0.81	15.0
					72	FTP	1.12	36.2	517.0	1.04	15.4
019	75	CHEV	CAPR	350	HOT	TRANS	2.18	59.5	522.4	1.15	14.3
					HOT	STAB	2.01	53.3	586.0	0.71	13.1
					72	FTP	2.09	56.2	555.6	0.92	13.6
		AFTER MTCE.			HOT	TRANS	1.51	45.1	558.0	1.23	14.0
					HOT	STAB	1.22	32.2	613.9	0.80	13.3
					72	FTP	1.36	38.4	587.2	1.01	13.6
020	75	CHEV	IMPA	350	HOT	TRANS	1.46	58.0	526.1	1.30	14.3
					HOT	STAB	1.01	43.9	584.4	0.73	13.5
					72	FTP	1.22	50.7	556.5	1.00	13.9
		AFTER MTCE.			HOT	TRANS	1.52	58.8	561.0	1.26	13.5
					HOT	STAB	1.03	47.0	604.5	0.70	13.0
					72	FTP	1.26	52.6	583.7	0.97	13.2

APPENDIX K,CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
021	75	CHEV	STAW	400	HOT TRANS	4.58	129.1	683.0	1.00	9.9
					HOT STAB	0.41	25.7	762.3	0.94	11.0
					72 FTP	2.41	75.2	724.3	0.97	10.4
		AFTER MTCE.			HOT TRANS	1.58	52.9	741.3	1.60	10.7
					HOT STAB	0.41	6.9	809.6	1.20	10.8
					72 FTP	0.97	28.9	776.9	1.39	10.8
022	75	CHRY	NEWP	400	HOT TRANS	1.19	46.7	643.8	2.20	12.3
					HOT STAB	0.38	11.4	724.3	1.60	11.9
					72 FTP	0.77	28.3	685.8	1.89	12.1
		AFTER MTCE.			HOT TRANS	1.70	84.0	697.5	1.34	10.6
					HOT STAB	0.82	38.6	797.2	0.96	10.3
					72 FTP	1.24	60.3	749.5	1.14	10.5
023	75	DODG	CORO	318	HOT TRANS	1.47	19.5	525.2	4.46	15.8
					HOT STAB	1.70	39.2	543.9	1.75	14.5
					72 FTP	1.59	29.8	534.9	3.05	15.1
		AFTER MTCE.			HOT TRANS	0.77	3.4	536.3	4.36	16.3
					HOT STAB	0.19	1.2	570.3	2.49	15.5
					72 FTP	0.47	2.3	554.0	3.38	15.9
024	75	DODG	DART	225	HOT TRANS	3.24	60.9	343.2	2.14	19.8
					HOT STAB	3.55	72.5	339.2	1.53	19.1
					72 FTP	3.40	66.9	341.1	1.82	19.4
		AFTER MTCE.			HOT TRANS	0.71	14.2	422.9	1.25	19.8
					HOT STAB	0.40	8.0	436.7	1.03	19.7
					72 FTP	0.55	11.0	430.1	1.13	19.8
025	75	FORD	MUST	140	HOT TRANS	1.28	18.2	398.0	0.92	20.6
					HOT STAB	0.46	15.7	457.3	0.67	18.4
					72 FTP	0.85	16.9	428.9	0.79	19.4
		AFTER MTCE.			HOT TRANS	1.03	14.8	381.2	1.00	21.8
					HOT STAB	0.42	13.4	448.4	0.72	18.9
					72 FTP	0.71	14.1	416.3	0.86	20.1

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST	TYPE	HC	CO	CO2	NOXC	ECON
026	75	FORD	TORI	351	HOT	TRANS	2.09	46.1	566.1	2.06	13.8
					HOT	STAB	1.22	28.2	612.1	1.47	13.4
					72	FTP	1.64	36.8	590.1	1.75	13.6
		AFTER MTCE.			HOT	TRANS	1.50	28.1	573.9	2.83	14.3
					HOT	STAB	1.19	21.4	629.6	1.93	13.3
					72	FTP	1.34	24.6	602.9	2.36	13.7
027	75	FORD	GRAN	250	HOT	TRANS	0.96	16.6	514.4	0.96	16.3
					HOT	STAB	0.25	0.9	566.5	0.99	15.6
					72	FTP	0.59	8.4	541.6	0.98	15.9
		AFTER MTCE.			HOT	TRANS	0.92	10.1	533.0	1.16	16.1
					HOT	STAB	0.22	2.2	585.6	0.78	15.0
					72	FTP	0.55	6.0	560.4	0.96	15.5
028	75	FORD	LTD	351	HOT	TRANS	1.76	38.8	606.8	2.53	13.2
					HOT	STAB	1.57	35.6	669.7	1.33	12.1
					72	FTP	1.66	37.1	639.6	1.90	12.6
		AFTER MTCE.			HOT	TRANS	1.55	28.9	610.3	2.88	13.4
					HOT	STAB	1.50	23.3	681.6	1.77	12.3
					72	FTP	1.52	26.0	647.5	2.30	12.8
029	75	FORD	LTD	400	HOT	TRANS	3.73	72.2	620.3	1.08	11.9
					HOT	STAB	1.01	42.7	706.5	0.77	11.4
					72	FTP	2.31	56.8	665.3	0.92	11.6
		AFTER MTCE.			HOT	TRANS	2.33	45.9	639.7	1.58	12.3
					HOT	STAB	0.96	31.1	708.6	1.03	11.7
					72	FTP	1.61	38.2	675.6	1.30	12.0
030	75	MERC	MARQ	400	HOT	TRANS	3.27	82.5	609.1	2.04	11.8
					HOT	STAB	2.70	82.5	666.2	1.15	11.0
					72	FTP	2.97	82.5	638.8	1.57	11.4
		AFTER MTCE.			HOT	TRANS	1.72	41.2	715.6	2.71	11.3
					HOT	STAB	0.95	32.8	800.8	1.89	10.4
					72	FTP	1.32	36.8	760.0	2.28	10.8

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC-----	MPG FUEL ECON
031	75	MERC	MONG	351	HOT	TRANS	1.65	61.8	567.7	1.92	13.2
					HOT	STAB	1.34	47.5	604.7	0.94	13.0
					72	FTP	1.49	54.3	587.0	1.41	13.1
		AFTER MTCE.			HOT	TRANS	1.07	37.4	661.0	1.75	12.3
					HOT	STAB	0.84	33.4	743.0	1.02	11.1
					72	FTP	0.95	35.3	703.7	1.37	11.6
032	75	OLDS	DELT	350	HOT	TRANS	3.77	106.5	472.8	1.39	13.6
					HOT	STAB	3.24	74.7	514.6	1.34	13.8
					72	FTP	3.49	89.9	494.6	1.37	13.7
		AFTER MTCE.			HOT	TRANS	2.49	97.0	479.7	1.23	13.9
					HOT	STAB	1.43	53.1	533.8	0.79	14.3
					72	FTP	1.94	74.1	507.9	1.00	14.1
033	75	OLDS	CUTL	350	HOT	TRANS	2.58	54.6	472.5	0.95	15.7
					HOT	STAB	1.20	26.1	509.5	0.45	16.0
					72	FTP	1.86	39.7	491.8	0.69	15.8
		AFTER MTCE.			HOT	TRANS	2.26	48.1	491.0	1.01	15.5
					HOT	STAB	1.12	26.4	527.2	0.53	15.5
					72	FTP	1.66	36.8	509.9	0.76	15.5
034	75	OLDS	DELT	455	HOT	TRANS	1.62	42.9	524.7	1.41	14.9
					HOT	STAB	0.99	21.1	583.6	1.08	14.3
					72	FTP	1.29	31.5	555.4	1.24	14.6
		AFTER MTCE.			HOT	TRANS	1.06	41.3	545.7	1.11	14.5
					HOT	STAB	0.67	16.9	582.1	0.98	14.5
					72	FTP	0.86	28.6	564.6	1.04	14.5
035	75	PLYM	FURY	318	HOT	TRANS	2.84	68.7	483.4	2.07	14.8
					HOT	STAB	2.25	66.2	553.2	1.14	13.4
					72	FTP	2.53	67.4	519.8	1.58	14.0
		AFTER MTCE.			HOT	TRANS	1.02	9.5	537.5	3.14	16.0
					HOT	STAB	0.32	6.6	600.7	1.23	14.5
					72	FTP	0.66	8.0	570.5	2.15	15.2

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
036	75	PLYM	DUST	225	HOT TRANS	3.01	46.4	362.7	1.74	19.9
					HOT STAB	1.95	44.1	424.5	1.14	17.8
					72 FTP	2.46	45.2	394.9	1.43	18.7
		AFTER MTCE.			HOT TRANS	2.89	43.0	350.1	2.15	20.8
					HOT STAB	1.93	47.2	414.7	1.40	17.9
					72 FTP	2.39	45.2	383.7	1.76	19.2
037	75	PONT	CATA	400	HOT TRANS	0.74	11.6	579.0	3.33	14.8
					HOT STAB	0.30	3.5	618.9	2.21	14.2
					72 FTP	0.51	7.4	599.8	2.74	14.5
		AFTER MTCE.			HOT TRANS	0.91	16.4	587.0	3.55	14.4
					HOT STAB	0.38	6.9	661.2	2.41	13.2
					72 FTP	0.63	11.5	625.7	2.96	13.7
038	75	PONT	LEMA	350	HOT TRANS	2.87	48.9	499.5	1.23	15.2
					HOT STAB	1.48	32.2	547.2	0.88	14.7
					72 FTP	2.15	40.2	524.3	1.05	14.9
		AFTER MTCE.			HOT TRANS	1.24	32.7	529.5	2.33	15.2
					HOT STAB	0.79	17.0	602.2	2.66	14.1
					72 FTP	1.00	24.5	567.4	2.50	14.6
039	75	PONT	GRNV	455	HOT TRANS	2.10	60.8	595.1	1.11	12.7
					HOT STAB	0.67	24.7	704.0	0.92	11.9
					72 FTP	1.35	42.0	651.9	1.01	12.3
		AFTER MTCE.			HOT TRANS	2.21	50.2	631.9	1.10	12.4
					HOT STAB	1.43	24.7	715.9	0.73	11.7
					72 FTP	1.80	36.9	675.7	0.91	12.0
040	76	CAPR	SEDA	140	HOT TRANS	1.30	13.7	414.8	0.73	20.1
					HOT STAB	2.37	64.8	394.5	0.47	17.6
					72 FTP	1.86	40.4	404.2	0.59	18.7
		AFTER MTCE.			HOT TRANS	2.47	36.5	354.7	1.06	21.1
					HOT STAB	5.42	107.5	283.3	0.50	18.9
					72 FTP	4.01	73.5	317.5	0.77	19.9

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
041	75	DATS	B210	85	HOT TRANS	2.26	34.0	257.4	2.60	27.9
					HOT STAB	1.59	28.4	251.6	1.77	29.5
					72 FTP	1.91	31.1	254.3	2.17	28.7
		AFTER MTCE.			HOT TRANS	1.64	37.0	267.5	2.26	26.8
					HOT STAB	1.50	28.4	255.5	1.62	29.1
					72 FTP	1.57	32.5	261.3	1.92	28.0
042	75	HOND	SEDA	91	HOT TRANS	1.79	50.1	235.4	1.23	27.7
					HOT STAB	1.79	43.8	278.1	0.63	25.2
					72 FTP	1.79	46.8	257.7	0.92	26.3
		AFTER MTCE.			HOT TRANS	1.46	44.1	242.7	1.26	28.0
					HOT STAB	1.48	36.4	295.4	0.62	24.8
					72 FTP	1.47	40.1	270.2	0.93	26.3
043	75	TOYO	CORO	133	HOT TRANS	1.72	25.2	313.2	3.77	24.8
					HOT STAB	1.48	37.1	324.4	1.31	22.9
					72 FTP	1.59	31.4	319.1	2.49	23.8
		AFTER MTCE.			HOT TRANS	1.59	22.0	353.5	4.11	22.6
					HOT STAB	1.33	23.1	371.2	1.54	21.6
					72 FTP	1.46	22.6	362.7	2.77	22.0
044	75	VOLK	SEDA	97	HOT TRANS	2.43	32.2	249.0	3.06	28.9
					HOT STAB	2.96	45.3	281.2	1.93	24.5
					72 FTP	2.70	39.0	265.8	2.47	26.4
		AFTER MTCE.			HOT TRANS	2.34	27.9	261.5	2.82	28.4
					HOT STAB	2.57	27.0	292.2	2.05	25.9
					72 FTP	2.46	27.4	277.5	2.42	27.0
045	75	VOLK	STAW	90	HOT TRANS	1.10	11.4	370.2	2.07	22.7
					HOT STAB	0.55	9.4	388.8	1.14	21.9
					72 FTP	0.81	10.4	379.9	1.58	22.3
		AFTER MTCE.			HOT TRANS	1.05	12.9	367.2	1.79	22.7
					HOT STAB	0.55	9.0	373.0	0.96	22.8
					72 FTP	0.79	10.9	370.2	1.36	22.8

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
231	75	AMMO	GREM	232	HOT	TRANS	1.96	26.2	361.1	2.41	21.7
					HOT	STAB	2.09	29.1	424.4	2.05	18.6
					72	FTP	2.03	27.7	394.1	2.22	20.0
		AFTER MTCE.			HOT	TRANS	2.02	34.6	394.2	1.57	19.5
					HOT	STAB	1.98	28.2	480.6	1.38	16.7
					72	FTP	2.00	31.3	439.3	1.47	17.9
232	75	AMMO	HORN	304	HOT	TRANS	0.82	4.6	544.7	2.55	16.0
					HOT	STAB	0.55	1.8	615.4	2.07	14.3
					72	FTP	0.68	3.1	581.6	2.30	15.1
		AFTER MTCE.			HOT	TRANS	1.02	8.4	518.9	1.80	16.6
					HOT	STAB	0.55	2.7	563.7	1.69	15.6
					72	FTP	0.78	5.4	542.2	1.74	16.0
233	75	AMMO	MATA	360	HOT	TRANS	0.74	7.1	543.8	7.53	15.9
					HOT	STAB	0.26	1.2	562.5	5.48	15.7
					72	FTP	0.49	4.0	553.6	6.46	15.8
		AFTER MTCE.			HOT	TRANS	0.63	7.3	540.2	7.47	16.0
					HOT	STAB	0.33	1.5	558.5	5.52	15.8
					72	FTP	0.47	4.3	549.8	6.45	15.9
234	75	BUIC	SKYH	231	HOT	TRANS	1.36	15.9	398.2	2.17	20.8
					HOT	STAB	0.54	9.8	427.9	1.93	19.9
					72	FTP	0.93	12.7	413.7	2.05	20.3
		AFTER MTCE.			HOT	TRANS	0.62	7.1	398.0	2.49	21.6
					HOT	STAB	0.28	4.4	427.5	2.07	20.4
					72	FTP	0.44	5.7	413.4	2.27	20.9
235	75	BUIC	SKYL	260	HOT	TRANS	2.69	67.7	397.3	1.22	17.3
					HOT	STAB	2.84	62.4	417.1	0.89	16.9
					72	FTP	2.77	65.0	407.6	1.05	17.1
		AFTER MTCE.			HOT	TRANS	1.09	29.0	460.9	1.18	17.4
					HOT	STAB	0.69	12.7	499.7	1.05	17.0
					72	FTP	0.88	20.6	481.1	1.11	17.2

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	MPG FUEL ECON
						-----GRAMS PER MILE-----				
236	75	BUIC	REGA	350	HOT TRANS	2.29	66.0	488.9	1.05	14.8
					HOT STAB	2.26	62.3	531.8	0.70	13.9
					72 FTP	2.28	64.0	511.3	0.87	14.3
		AFTER MTCE.			HOT TRANS	1.54	44.9	507.8	1.12	15.2
					HOT STAB	1.20	40.0	573.8	0.63	13.9
					72 FTP	1.36	42.3	542.2	0.86	14.5
238	75	BUIC	STAW	350	HOT TRANS	2.73	58.1	528.8	1.33	14.1
					HOT STAB	2.30	60.1	568.0	0.72	13.3
					72 FTP	2.50	59.1	549.2	1.01	13.7
		AFTER MTCE.			HOT TRANS	1.84	52.2	553.2	1.17	13.8
					HOT STAB	2.12	58.8	586.0	0.77	13.0
					72 FTP	1.99	55.6	570.3	0.96	13.4
240	75	BUIC	RIVI	455	HOT TRANS	3.47	117.6	554.8	1.23	11.8
					HOT STAB	3.87	138.8	584.2	0.64	10.9
					72 FTP	3.68	128.7	570.1	0.92	11.3
		AFTER MTCE.			HOT TRANS	2.03	48.4	607.1	1.79	12.9
					HOT STAB	1.30	22.8	701.2	1.18	12.0
					72 FTP	1.65	35.0	656.1	1.47	12.4
244	75	CHEV	VEGA	140	HOT TRANS	2.81	51.0	291.6	1.71	23.3
					HOT STAB	3.72	65.0	327.5	1.31	20.1
					72 FTP	3.28	58.3	310.3	1.50	21.5
		AFTER MTCE.			HOT TRANS	2.17	39.8	287.5	1.61	24.9
					HOT STAB	2.69	41.1	329.2	1.40	22.1
					72 FTP	2.44	40.5	309.3	1.50	23.3
245	75	CHEV	MONZ	140	HOT TRANS	1.33	33.3	355.8	0.90	21.5
					HOT STAB	1.65	40.6	367.3	0.51	20.3
					72 FTP	1.50	37.1	361.8	0.70	20.9
		AFTER MTCE.			HOT TRANS	0.95	25.1	346.0	1.08	22.8
					HOT STAB	0.65	18.7	364.8	0.56	22.4
					72 FTP	0.80	21.7	355.8	0.81	22.6

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST	TYPE	HC	CO	CO2	NOXC	ECON
246	75	CHEV	MONZ	262	HOT	TRANS	0.52	4.0	492.1	2.10	17.8
					HOT	STAB	0.29	1.0	505.5	2.21	17.5
					72	FTP	0.40	2.4	499.1	2.16	17.6
		AFTER MTCE.			HOT	TRANS	0.41	2.9	487.2	2.63	18.0
					HOT	STAB	0.35	0.1	487.2	3.10	18.2
					72	FTP	0.38	1.4	487.2	2.87	18.1
247	75	CHEV	NOVA	250	HOT	TRANS	1.48	18.4	439.4	2.63	18.8
					HOT	STAB	0.80	12.4	472.5	1.87	17.9
					72	FTP	1.12	15.3	456.6	2.23	18.3
		AFTER MTCE.			HOT	TRANS	0.52	9.8	463.9	2.18	18.5
					HOT	STAB	0.19	3.3	488.4	1.86	18.0
					72	FTP	0.35	6.4	476.7	2.01	18.2
248	75	CHEV	NOVA	262	HOT	TRANS	0.50	1.3	491.3	2.26	17.9
					HOT	STAB	0.39	0.0	531.3	2.19	16.7
					72	FTP	0.44	0.6	512.2	2.22	17.2
		AFTER MTCE.			HOT	TRANS	0.58	3.1	517.6	1.54	16.9
					HOT	STAB	0.39	1.0	570.6	1.46	15.5
					72	FTP	0.48	2.0	545.3	1.50	16.1
249	75	CHEV	CAMA	350	HOT	TRANS	2.83	85.6	449.1	1.64	15.0
					HOT	STAB	2.62	81.4	477.4	0.88	14.5
					72	FTP	2.72	83.4	463.9	1.25	14.7
		AFTER MTCE.			HOT	TRANS	1.84	70.6	460.4	1.72	15.4
					HOT	STAB	1.36	49.2	532.7	0.84	14.4
					72	FTP	1.59	59.4	498.1	1.26	14.9
250	75	CHEV	NOVA	350	HOT	TRANS	2.72	73.0	480.1	1.41	14.7
					HOT	STAB	3.61	126.3	483.4	0.58	12.8
					72	FTP	3.18	100.8	481.8	0.98	13.6
		AFTER MTCE.			HOT	TRANS	1.56	37.3	515.6	1.12	15.3
					HOT	STAB	2.19	57.8	539.5	0.73	13.9
					72	FTP	1.89	48.0	528.1	0.92	14.6

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
252	75	CHEV	MALI	350	HOT	TRANS	1.80	48.8	488.2	1.21	15.6
					HOT	STAB	2.10	54.7	557.7	0.96	13.6
					72	FTP	1.96	51.9	524.4	1.08	14.5
		AFTER MTCE.			HOT	TRANS	1.45	47.5	485.6	0.67	15.7
					HOT	STAB	0.88	38.1	547.5	0.32	14.5
					72	FTP	1.15	42.6	517.9	0.49	15.1
253	75	CHEV	MALI	350	HOT	TRANS	2.00	43.6	481.8	1.15	15.9
					HOT	STAB	1.47	33.3	542.5	0.53	14.8
					72	FTP	1.72	38.2	513.4	0.83	15.3
		AFTER MTCE.			HOT	TRANS	1.22	36.9	520.7	0.82	15.2
					HOT	STAB	0.66	20.1	585.5	0.45	14.3
					72	FTP	0.92	28.1	554.5	0.62	14.8
258	75	CHEV	CAPR	350	HOT	TRANS	2.12	61.0	529.7	1.18	14.0
					HOT	STAB	2.59	75.8	554.1	0.56	13.0
					72	FTP	2.36	68.7	542.4	0.86	13.5
		AFTER MTCE.			HOT	TRANS	1.10	40.7	580.2	1.07	13.7
					HOT	STAB	1.20	39.5	631.7	0.43	12.7
					72	FTP	1.15	40.1	607.0	0.74	13.2
260	75	CHEV	IMPA	350	HOT	TRANS	1.71	54.3	583.2	1.29	13.2
					HOT	STAB	2.00	67.9	626.1	0.70	12.0
					72	FTP	1.86	61.4	605.6	0.99	12.5
		AFTER MTCE.			HOT	TRANS	1.09	43.3	562.7	1.49	14.0
					HOT	STAB	0.95	29.5	613.6	0.75	13.4
					72	FTP	1.02	36.1	589.2	1.10	13.7
261	75	CHEV	IMPA	350	HOT	TRANS	2.52	69.8	497.3	1.40	14.4
					HOT	STAB	3.35	99.1	509.7	0.71	13.1
					72	FTP	2.95	85.1	503.8	1.04	13.7
		AFTER MTCE.			HOT	TRANS	0.89	36.9	565.7	1.19	14.2
					HOT	STAB	0.46	17.6	634.3	0.75	13.4
					72	FTP	0.66	26.9	601.4	0.96	13.7

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST	TYPE	HC	CO	CO2	NOXC	ECON
262	75	CHEV	IMPA	350	HOT	TRANS	2.72	49.8	502.5	2.14	15.1
					HOT	STAB	3.52	94.0	501.2	0.91	13.4
					72	FTP	3.14	72.8	501.8	1.50	14.2
		AFTER MTCE.			HOT	TRANS	1.47	58.2	538.3	1.14	14.0
					HOT	STAB	1.39	50.5	602.2	0.61	12.9
					72	FTP	1.43	54.2	571.6	0.86	13.4
263	75	CHEV	CAPR	400	HOT	TRANS	0.32	3.5	592.7	2.57	14.8
					HOT	STAB	0.18	0.5	639.7	1.68	13.8
					72	FTP	0.25	1.9	617.2	2.11	14.3
		AFTER MTCE.			HOT	TRANS	0.44	10.4	619.1	2.88	13.9
					HOT	STAB	0.18	0.1	660.4	2.22	13.4
					72	FTP	0.31	5.1	640.6	2.54	13.7
264	75	CHEV	IMPA	400	HOT	TRANS	1.27	31.8	654.5	2.28	12.5
					HOT	STAB	0.44	3.0	717.7	1.57	12.3
					72	FTP	0.83	16.8	687.5	1.91	12.4
		AFTER MTCE.			HOT	TRANS	1.14	33.9	664.3	2.02	12.3
					HOT	STAB	0.50	6.8	711.3	1.50	12.3
					72	FTP	0.80	19.8	688.8	1.75	12.3
266	75	CHEV	CAPR	454	HOT	TRANS	0.52	4.4	710.5	2.45	12.3
					HOT	STAB	0.24	0.2	789.8	1.55	11.2
					72	FTP	0.38	2.2	751.9	1.98	11.7
		AFTER MTCE.			HOT	TRANS	0.42	2.2	713.3	2.49	12.4
					HOT	STAB	0.22	0.1	794.5	1.54	11.2
					72	FTP	0.32	1.1	755.7	2.00	11.7
267	75	CHRY	CORD	360	HOT	TRANS	3.31	93.1	508.3	2.77	13.3
					HOT	STAB	2.92	94.2	561.8	1.58	12.3
					72	FTP	3.11	93.7	536.2	2.15	12.8
		AFTER MTCE.			HOT	TRANS	2.43	76.2	521.9	2.95	13.7
					HOT	STAB	1.84	45.8	592.9	1.88	13.2
					72	FTP	2.12	60.4	558.9	2.39	13.4

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	GRAMS PER MILE				MPG FUEL ECON
							HC	CO	CO2	NOXC	
268	75	CHRY	IMPE	440	HOT	TRANS	2.23	66.1	638.9	2.22	11.8
					HOT	STAB	2.07	75.8	708.0	1.38	10.6
					72	FTP	2.14	71.1	674.9	1.78	11.2
		AFTER	MTCE.		HOT	TRANS	1.44	62.0	688.1	1.69	11.2
					HOT	STAB	0.55	22.8	817.4	1.16	10.4
					72	FTP	0.98	41.6	755.5	1.41	10.8
270	75	DODG	DART	318	HOT	TRANS	3.49	37.2	477.8	2.70	16.2
					HOT	STAB	3.13	39.5	518.3	1.29	15.0
					72	FTP	3.30	38.4	498.9	1.97	15.6
		AFTER	MTCE.		HOT	TRANS	1.78	15.7	505.1	2.22	16.6
					HOT	STAB	1.64	25.2	551.9	0.78	14.9
					72	FTP	1.71	20.6	529.5	1.47	15.6
272	75	DODG	CHAR	360	HOT	TRANS	4.05	96.9	446.4	1.86	14.5
					HOT	STAB	3.23	70.6	537.2	1.51	13.5
					72	FTP	3.62	83.2	493.7	1.68	14.0
		AFTER	MTCE.		HOT	TRANS	3.28	88.3	487.4	1.67	13.9
					HOT	STAB	2.52	66.5	570.3	1.18	13.0
					72	FTP	2.88	76.9	530.6	1.42	13.4
273	75	DODG	MONA	400	HOT	TRANS	4.34	107.5	605.2	2.21	11.3
					HOT	STAB	4.80	152.3	654.1	1.28	9.8
					72	FTP	4.58	130.9	630.7	1.72	10.4
		AFTER	MTCE.		HOT	TRANS	1.24	40.5	669.5	2.21	12.0
					HOT	STAB	0.56	29.6	762.0	1.04	11.0
					72	FTP	0.88	34.8	717.7	1.60	11.4
275	75	FORD	MUST	140	HOT	TRANS	1.42	23.2	354.1	2.62	22.5
					HOT	STAB	1.19	21.9	369.9	1.84	21.7
					72	FTP	1.30	22.5	362.4	2.21	22.1
		AFTER	MTCE.		HOT	TRANS	1.10	18.2	394.2	2.34	20.8
					HOT	STAB	0.87	13.8	416.1	1.49	20.1
					72	FTP	0.98	15.9	405.6	1.90	20.5

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
							HC	CO	CO2	NOXC	
277	75	FORD	MUST	171	HOT	TRANS	1.91	19.9	422.8	2.22	19.3
					HOT	STAB	0.96	16.3	517.9	1.37	16.2
					72	FTP	1.41	18.0	472.4	1.78	17.6
		AFTER MTCE.			HOT	TRANS	1.36	13.6	438.3	1.90	19.1
					HOT	STAB	0.64	8.6	534.9	1.30	16.1
					72	FTP	0.98	11.0	488.7	1.59	17.4
281	75	FORD	GRAN	302	HOT	TRANS	2.75	27.0	557.5	2.46	14.6
					HOT	STAB	2.10	38.4	612.0	1.83	13.1
					72	FTP	2.41	32.9	585.9	2.13	13.8
		AFTER MTCE.			HOT	TRANS	1.25	6.1	552.5	1.82	15.7
					HOT	STAB	0.92	1.2	599.1	1.79	14.7
					72	FTP	1.08	3.6	576.8	1.80	15.2
282	75	FORD	STAW	351	HOT	TRANS	1.40	45.6	667.0	1.78	11.9
					HOT	STAB	0.94	34.3	753.5	0.94	11.0
					72	FTP	1.16	39.7	712.1	1.34	11.4
		AFTER MTCE.			HOT	TRANS	1.37	44.5	657.7	1.67	12.1
					HOT	STAB	1.06	28.6	747.7	1.06	11.2
					72	FTP	1.21	36.2	704.6	1.35	11.6
284	75	FORD	TORI	400	HOT	TRANS	1.05	18.9	646.5	2.98	13.1
					HOT	STAB	1.10	25.5	713.3	1.70	11.7
					72	FTP	1.07	22.3	681.3	2.31	12.3
		AFTER MTCE.			HOT	TRANS	1.25	29.4	698.3	1.76	11.9
					HOT	STAB	0.82	25.6	801.1	1.21	10.5
					72	FTP	1.03	27.4	751.9	1.48	11.1
285	75	FORD	LTD	351	HOT	TRANS	3.49	77.8	541.8	2.57	13.1
					HOT	STAB	3.39	104.9	580.9	0.89	11.7
					72	FTP	3.44	92.0	562.2	1.69	12.4
		AFTER MTCE.			HOT	TRANS	1.98	66.9	631.5	1.94	11.9
					HOT	STAB	3.20	102.0	649.1	0.88	10.8
					72	FTP	2.62	85.2	640.6	1.39	11.3

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
286	75	FORD	ELIT	351	HOT	TRANS	3.89	109.5	525.2	1.25	12.5
					HOT	STAB	2.82	70.3	615.6	1.36	12.1
					72	FTP	3.33	89.1	572.3	1.31	12.3
		AFTER MTCE.			HOT	TRANS	1.27	49.2	676.6	1.45	11.7
					HOT	STAB	0.91	22.0	745.6	1.73	11.3
					72	FTP	1.08	35.0	712.6	1.59	11.5
287	75	FORD	LTD	351	HOT	TRANS	1.87	38.0	617.1	2.50	13.0
					HOT	STAB	1.78	62.6	651.5	1.11	11.7
					72	FTP	1.82	50.9	635.1	1.78	12.3
		AFTER MTCE.			HOT	TRANS	1.22	32.9	646.6	1.97	12.6
					HOT	STAB	0.81	30.3	746.4	1.05	11.1
					72	FTP	1.01	31.6	698.7	1.49	11.8
288	75	FORD	TORI	351	HOT	TRANS	3.78	102.3	543.8	2.28	12.4
					HOT	STAB	3.81	130.0	571.7	0.92	11.3
					72	FTP	3.80	116.7	558.3	1.57	11.8
		AFTER MTCE.			HOT	TRANS	2.61	58.9	605.3	2.29	12.6
					HOT	STAB	2.39	56.3	686.6	0.97	11.3
					72	FTP	2.50	57.5	647.7	1.60	11.9
289	75	FORD	LTD	400	HOT	TRANS	14.49	313.2	536.7	0.58	8.3
					HOT	STAB	11.35	317.0	593.6	0.58	7.9
					72	FTP	12.85	315.2	566.3	0.58	8.1
		AFTER MTCE.			HOT	TRANS	1.52	57.1	730.9	0.90	10.8
					HOT	STAB	1.27	44.6	838.4	0.77	9.7
					72	FTP	1.39	50.6	786.9	0.83	10.2
290	75	FORD	LTD	400	HOT	TRANS	1.76	56.7	674.3	1.22	11.5
					HOT	STAB	0.99	37.1	745.6	0.84	11.0
					72	FTP	1.36	46.4	711.5	1.02	11.3
		AFTER MTCE.			HOT	TRANS	1.89	59.6	850.6	1.03	9.3
					HOT	STAB	0.45	39.7	994.6	0.95	8.4
					72	FTP	1.14	49.2	925.7	0.99	8.8

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
293	75	FORD	LTD	460	HOT TRANS	2.56	49.0	671.7	2.55	11.7
					HOT STAB	1.75	65.6	753.0	1.21	10.3
					72 FTP	2.14	57.7	714.1	1.85	10.9
		AFTER MTCE.			HOT TRANS	1.76	23.0	663.2	2.60	12.6
					HOT STAB	1.24	15.0	743.8	1.57	11.5
					72 FTP	1.49	18.9	705.2	2.06	12.0
294	75	LINC	CONT	460	HOT TRANS	1.72	31.5	743.5	2.28	11.1
					HOT STAB	0.97	38.2	830.7	1.04	9.9
					72 FTP	1.33	35.0	789.0	1.63	10.5
		AFTER MTCE.			HOT TRANS	2.18	30.5	737.9	2.43	11.2
					HOT STAB	0.97	31.7	797.4	1.08	10.4
					72 FTP	1.55	31.1	768.9	1.72	10.8
295	75	MERC	MONA	302	HOT TRANS	2.29	51.1	513.2	0.67	14.8
					HOT STAB	0.84	43.9	611.4	0.39	13.0
					72 FTP	1.53	47.4	564.4	0.52	13.8
		AFTER MTCE.			HOT TRANS	1.87	45.9	525.9	0.72	14.7
					HOT STAB	0.79	23.8	604.9	0.47	13.8
					72 FTP	1.31	34.4	567.1	0.59	14.2
297	75	MERC	MONT	351	HOT TRANS	1.30	35.7	604.8	1.89	13.3
					HOT STAB	1.10	32.9	660.4	0.94	12.4
					72 FTP	1.20	34.2	633.8	1.39	12.8
		AFTER MTCE.			HOT TRANS	1.22	31.0	624.4	2.98	13.1
					HOT STAB	1.22	26.5	682.2	1.59	12.2
					72 FTP	1.22	28.7	654.6	2.25	12.6
298	75	MERC	COUG	351	HOT TRANS	1.96	44.7	599.8	2.66	13.1
					HOT STAB	1.55	49.0	641.4	1.45	12.3
					72 FTP	1.75	46.9	621.5	2.03	12.7
		AFTER MTCE.			HOT TRANS	1.48	31.3	717.7	2.22	11.5
					HOT STAB	1.32	24.4	783.0	1.75	10.8
					72 FTP	1.40	27.7	751.8	1.98	11.1

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
300	75	OLDS	OMEG	260	HOT TRANS	2.01	58.3	486.8	1.73	15.2
					HOT STAB	1.34	39.1	540.1	0.89	14.6
					72 FTP	1.66	48.3	514.6	1.29	14.9
		AFTER MTCE.			HOT TRANS	1.47	45.9	487.5	1.38	15.7
					HOT STAB	1.09	31.8	523.7	0.81	15.4
					72 FTP	1.27	38.5	506.4	1.08	15.5
303	75	OLDS	STAW	350	HOT TRANS	3.60	75.7	465.4	1.13	14.9
					HOT STAB	3.93	76.7	476.1	0.90	14.6
					72 FTP	3.77	76.2	471.0	1.01	14.7
		AFTER MTCE.			HOT TRANS	2.19	49.1	522.4	0.99	14.6
					HOT STAB	0.91	24.7	568.3	0.68	14.5
					72 FTP	1.52	36.4	546.3	0.83	14.6
307	75	PLYM	DUST	225	HOT TRANS	1.83	39.9	377.7	2.17	19.9
					HOT STAB	2.27	64.4	372.5	1.84	18.5
					72 FTP	2.06	52.6	375.0	2.00	19.1
		AFTER MTCE.			HOT TRANS	1.15	33.7	411.8	1.42	19.0
					HOT STAB	1.47	37.4	423.4	1.13	18.2
					72 FTP	1.32	35.6	417.8	1.27	18.6
308	75	PLYM	SCAM	318	HOT TRANS	1.47	17.8	528.8	1.18	15.8
					HOT STAB	0.83	23.5	568.5	0.29	14.6
					72 FTP	1.14	20.8	549.5	0.71	15.2
		AFTER MTCE.			HOT TRANS	1.31	12.8	549.6	1.33	15.5
					HOT STAB	0.74	23.9	584.9	0.29	14.2
					72 FTP	1.02	18.6	568.0	0.78	14.8
309	75	PLYM	VALI	318	HOT TRANS	1.50	33.7	512.7	1.57	15.6
					HOT STAB	1.58	59.2	539.3	0.47	13.9
					72 FTP	1.54	47.0	526.6	1.00	14.7
		AFTER MTCE.			HOT TRANS	0.89	11.8	520.8	1.58	16.4
					HOT STAB	0.69	20.2	559.9	0.48	14.9
					72 FTP	0.78	16.2	541.2	1.01	15.6

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						GRAMS PER MILE				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
310	75	PLYM	FURY	318	HOT TRANS	2.67	38.9	499.3	2.08	15.6
					HOT STAB	3.75	75.0	500.9	1.05	14.1
					72 FTP	3.23	57.7	500.1	1.55	14.8
		AFTER MTCE.			HOT TRANS	0.79	9.0	550.9	2.17	15.6
					HOT STAB	0.80	17.4	597.1	0.72	14.2
					72 FTP	0.80	13.4	575.0	1.41	14.8
311	75	PLYM	FURY	360	HOT TRANS	3.38	100.9	469.1	1.73	13.9
					HOT STAB	2.43	66.6	463.8	1.01	15.4
					72 FTP	2.88	83.0	466.3	1.35	14.6
		AFTER MTCE.			HOT TRANS	2.80	104.3	495.4	1.23	13.3
					HOT STAB	2.04	53.1	596.8	0.87	12.9
					72 FTP	2.41	77.6	548.3	1.04	13.1
312	75	PLYM	FURY	400	HOT TRANS	4.39	82.4	573.7	1.94	12.4
					HOT STAB	4.35	74.2	600.2	1.39	12.1
					72 FTP	4.37	78.2	587.5	1.65	12.3
		AFTER MTCE.			HOT TRANS	3.79	82.9	592.6	1.43	12.1
					HOT STAB	3.52	71.9	645.7	0.99	11.5
					72 FTP	3.65	77.1	620.3	1.20	11.8
313	75	PLYM	FURY	360	HOT TRANS	3.02	76.3	497.0	1.86	14.2
					HOT STAB	2.30	57.5	570.0	1.07	13.3
					72 FTP	2.64	66.5	535.0	1.45	13.7
		AFTER MTCE.			HOT TRANS	2.48	84.7	542.4	1.19	13.0
					HOT STAB	0.89	25.9	637.8	0.95	13.0
					72 FTP	1.65	54.1	592.1	1.07	13.0
314	75	PONT	ASTR	140	HOT TRANS	3.44	69.4	317.3	1.12	20.3
					HOT STAB	2.84	96.0	311.1	0.45	18.8
					72 FTP	3.12	83.3	314.1	0.77	19.5
		AFTER MTCE.			HOT TRANS	1.52	39.5	346.1	0.62	21.5
					HOT STAB	0.98	32.2	379.4	0.32	20.5
					72 FTP	1.24	35.7	363.4	0.47	21.0

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
							HC	CO	CO2	NOXC	
316	75	PONT	LEMA	350	HOT	TRANS	1.47	43.1	533.1	1.62	14.7
					HOT	STAB	0.87	29.3	611.0	1.13	13.5
					72	FTP	1.16	35.9	573.7	1.36	14.0
		AFTER MTCE.			HOT	TRANS	1.28	38.5	531.9	1.57	14.9
					HOT	STAB	0.56	17.4	610.4	1.48	13.9
					72	FTP	0.90	27.5	572.8	1.52	14.3
318	75	PONT	LEMA	350	HOT	TRANS	0.71	9.1	541.6	5.93	15.9
					HOT	STAB	0.28	1.4	616.3	5.32	14.3
					72	FTP	0.48	5.1	580.5	5.61	15.0
		AFTER MTCE.			HOT	TRANS	0.75	11.3	515.0	5.82	16.6
					HOT	STAB	0.40	3.3	564.4	4.70	15.5
					72	FTP	0.57	7.1	540.8	5.23	16.0
320	75	PONT	STAW	400	HOT	TRANS	2.10	82.8	593.0	1.68	12.2
					HOT	STAB	0.58	23.3	682.0	1.84	12.3
					72	FTP	1.31	51.8	639.4	1.76	12.2
		AFTER MTCE.			HOT	TRANS	2.27	77.8	608.7	1.42	12.0
					HOT	STAB	0.60	21.7	676.4	1.36	12.5
					72	FTP	1.40	48.5	644.0	1.39	12.2
321	75	PONT	GRNV	455	HOT	TRANS	1.52	39.7	658.4	1.33	12.2
					HOT	STAB	0.41	20.5	727.4	0.82	11.7
					72	FTP	0.94	29.7	694.3	1.06	11.9
		AFTER MTCE.			HOT	TRANS	1.11	41.2	663.2	1.44	12.1
					HOT	STAB	0.43	18.8	752.1	0.95	11.3
					72	FTP	0.75	29.5	709.5	1.18	11.7
322	75	AUDI	FOX	97	HOT	TRANS	1.63	11.0	304.2	1.42	27.2
					HOT	STAB	1.48	5.4	375.0	0.89	22.9
					72	FTP	1.55	8.1	341.1	1.15	24.7
		AFTER MTCE.			HOT	TRANS	1.71	4.8	319.5	1.72	26.7
					HOT	STAB	2.05	3.3	390.4	0.97	22.1
					72	FTP	1.89	4.0	356.4	1.33	24.1

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE PESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST	TYPE	HC	CO	CO2	NOXC	ECON
323	76	CAPR	GHIA	171	HOT	TRANS	1.82	46.0	422.3	0.85	17.7
					HOT	STAB	3.90	136.8	344.8	0.53	15.5
					72	FTP	2.90	93.3	381.9	0.68	16.5
		AFTER	MTCE.		HOT	TRANS	1.28	11.5	477.6	1.00	17.8
					HOT	STAB	0.45	3.6	556.4	0.58	15.7
					72	FTP	0.85	7.4	518.7	0.78	16.7
325	75	COLT	SEDA	98	HOT	TRANS	3.09	45.1	350.1	1.17	20.6
					HOT	STAB	1.80	40.6	425.0	0.69	17.9
					72	FTP	2.42	42.7	389.2	0.92	19.1
		AFTER	MTCE.		HOT	TRANS	2.55	37.1	352.7	1.43	21.2
					HOT	STAB	1.49	31.6	432.2	0.86	18.2
					72	FTP	2.00	34.3	394.1	1.13	19.5
326	75	DATS	710	119	HOT	TRANS	2.77	43.4	295.7	2.59	23.8
					HOT	STAB	1.91	38.4	333.3	1.46	22.2
					72	FTP	2.32	40.8	315.3	2.00	22.9
		AFTER	MTCE.		HOT	TRANS	3.07	38.9	295.7	1.94	24.2
					HOT	STAB	3.01	35.2	345.6	1.12	21.6
					72	FTP	3.04	37.0	321.7	1.51	22.8
327	75	DATS	B210	85	HOT	TRANS	1.86	23.1	266.8	2.39	28.7
					HOT	STAB	1.44	24.1	307.0	1.06	25.4
					72	FTP	1.64	23.6	287.7	1.70	26.9
		AFTER	MTCE.		HOT	TRANS	1.69	23.4	271.9	2.52	28.3
					HOT	STAB	1.46	22.6	310.3	1.14	25.3
					72	FTP	1.57	23.0	291.9	1.80	26.6
328	75	DATS	SEDA	119	HOT	TRANS	2.11	39.4	321.5	2.36	22.8
					HOT	STAB	1.94	36.4	312.0	1.92	23.6
					72	FTP	2.02	37.9	316.6	2.13	23.2
		AFTER	MTCE.		HOT	TRANS	1.83	37.3	342.6	1.66	21.8
					HOT	STAB	1.53	34.0	335.7	1.34	22.5
					72	FTP	1.67	35.6	339.0	1.49	22.2

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
329	75	FIAT	STAW	78	HOT TRANS	2.32	42.8	300.3	6.43	23.7
					HOT STAB	1.62	37.8	340.2	2.71	21.9
					72 FTP	1.95	40.2	321.1	4.49	22.7
		AFTER MTCE.			HOT TRANS	2.01	28.2	353.5	0.94	22.0
					HOT STAB	1.47	23.1	404.2	0.72	19.9
					72 FTP	1.73	25.5	379.9	0.82	20.9
330	75	FIAT	X1-9	79	HOT TRANS	0.66	23.6	344.1	1.75	23.2
					HOT STAB	0.22	7.3	406.6	1.22	21.2
					72 FTP	0.43	15.1	376.7	1.47	22.1
		AFTER MTCE.			HOT TRANS	0.54	20.3	342.5	2.24	23.6
					HOT STAB	0.22	6.5	398.5	1.52	21.7
					72 FTP	0.37	13.1	371.7	1.87	22.6
331	75	HOND	CVCC	91	HOT TRANS	1.50	9.9	262.9	2.06	31.3
					HOT STAB	1.18	8.6	298.3	1.21	28.1
					72 FTP	1.33	9.2	281.3	1.62	29.6
		AFTER MTCE.			HOT TRANS	N/A				
					HOT STAB	N/A				
					72 FTP	N/A				
332	75	MAZD	RX3	70	HOT TRANS	2.17	12.5	552.3	0.82	15.3
					HOT STAB	0.10	6.6	710.8	0.46	12.3
					72 FTP	1.09	9.4	634.9	0.63	13.6
		AFTER MTCE.			HOT TRANS	4.52	17.8	497.5	0.84	16.4
					HOT STAB	7.74	54.0	527.8	0.51	13.9
					72 FTP	6.20	36.7	513.3	0.67	15.0
333	75	MAZD	RX3	70	HOT TRANS	2.82	13.4	951.8	0.84	9.0
					HOT STAB	0.21	3.8	1189.2	0.44	7.4
					72 FTP	1.46	8.4	1075.6	0.64	8.1
		AFTER MTCE.			HOT TRANS	2.68	18.8	544.9	0.92	15.2
					HOT STAB	0.10	5.7	691.7	0.58	12.7
					72 FTP	1.33	12.0	621.4	0.74	13.8

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
335	75	MG	MGB	110	HOT TRANS	0.94	27.0	381.8	0.87	20.8
					HOT STAB	0.57	15.3	469.9	0.61	17.9
					72 FTP	0.75	20.9	427.7	0.73	19.2
		AFTER MTCE.			HOT TRANS	0.97	30.4	389.2	0.81	20.2
					HOT STAB	0.57	19.5	468.6	0.57	17.7
					72 FTP	0.76	24.7	430.6	0.69	18.8
336	75	OPEL	STAW	116	HOT TRANS	2.30	44.0	357.0	2.05	20.5
					HOT STAB	2.01	43.6	371.7	0.88	19.9
					72 FTP	2.15	43.8	364.6	1.44	20.2
		AFTER MTCE.			HOT TRANS	2.10	32.2	374.3	2.43	20.6
					HOT STAB	1.72	27.2	393.8	1.09	20.1
					72 FTP	1.90	29.6	384.5	1.73	20.3
338	75	PORS	911S	164	HOT TRANS	2.05	25.6	364.7	1.30	21.6
					HOT STAB	2.06	28.8	453.3	0.92	17.6
					72 FTP	2.06	27.3	410.9	1.11	19.3
		AFTER MTCE.			HOT TRANS	1.01	28.9	415.0	1.39	19.1
					HOT STAB	0.88	25.6	504.3	0.97	16.2
					72 FTP	0.94	27.2	461.5	1.17	17.5
340	75	TOYO	CELI	133	HOT TRANS	2.13	15.0	350.8	3.59	23.3
					HOT STAB	2.14	21.0	402.3	1.53	20.1
					72 FTP	2.14	18.1	377.7	2.52	21.5
		AFTER MTCE.			HOT TRANS	1.76	20.4	366.1	3.75	22.0
					HOT STAB	1.84	24.8	427.5	1.67	18.8
					72 FTP	1.80	22.7	398.1	2.66	20.2
341	75	TOYO	CORO	97	HOT TRANS	2.12	27.2	308.0	2.96	24.8
					HOT STAB	1.35	26.0	366.7	1.21	21.6
					72 FTP	1.72	26.6	338.6	2.05	23.0
		AFTER MTCE.			HOT TRANS	1.49	21.9	320.7	2.59	24.7
					HOT STAB	0.92	21.5	378.7	1.22	21.4
					72 FTP	1.19	21.7	350.9	1.87	22.8

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
342	75	VOLK	SEDA	97	HOT TRANS	2.46	22.3	259.9	2.00	29.3
					HOT STAB	2.93	18.9	300.8	1.59	26.1
					72 FTP	2.71	20.5	281.2	1.79	27.6
		AFTER MTCE.			HOT TRANS	2.31	14.9	282.5	2.12	28.3
					HOT STAB	3.46	18.2	314.1	1.61	25.1
					72 FTP	2.91	16.6	299.0	1.85	26.6
343	75	VOLK	RABB	90	HOT TRANS	2.33	53.6	244.6	0.95	26.4
					HOT STAB	2.47	42.2	289.6	0.70	24.4
					72 FTP	2.41	47.7	268.1	0.82	25.3
		AFTER MTCE.			HOT TRANS	3.48	65.7	232.7	0.82	25.6
					HOT STAB	3.36	60.3	259.0	0.51	24.4
					72 FTP	3.42	62.9	246.4	0.66	24.9
345	75	VOLV	SEDA	121	HOT TRANS	2.38	71.6	356.3	1.21	18.6
					HOT STAB	1.51	56.8	416.4	0.56	17.4
					72 FTP	1.92	63.9	387.6	0.87	18.0
		AFTER MTCE.			HOT TRANS	1.87	68.4	439.6	0.76	16.1
					HOT STAB	0.54	45.5	514.7	0.42	15.1
					72 FTP	1.18	56.4	478.8	0.58	15.5
511	75	FORD	GRAN	200	HOT TRANS	1.03	31.3	483.3	1.02	16.6
					HOT STAB	0.71	28.1	565.4	0.65	14.5
					72 FTP	0.86	29.6	526.1	0.82	15.4
		AFTER MTCE.			HOT TRANS	1.87	38.9	449.2	0.71	17.2
					HOT STAB	0.75	31.3	507.4	0.49	15.9
					72 FTP	1.29	35.0	479.6	0.59	16.5
512	75	MERC	MONA	250	HOT TRANS	0.99	33.0	552.3	1.64	14.6
					HOT STAB	0.26	4.2	592.6	1.65	14.8
					72 FTP	0.61	18.0	573.3	1.65	14.7
		AFTER MTCE.			HOT TRANS	1.01	27.8	593.1	1.46	13.9
					HOT STAB	0.19	3.6	635.1	1.51	13.8
					72 FTP	0.58	15.1	615.0	1.48	13.9

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
513	75	OLDS	OMEG	250	HOT TRANS	1.53	33.9	463.9	1.86	17.0
					HOT STAB	0.77	10.8	526.7	2.43	16.3
					72 FTP	1.13	21.9	496.6	2.16	16.6
		AFTER MTCE.			HOT TRANS	1.84	55.0	432.8	1.34	16.9
					HOT STAB	1.47	23.9	441.2	1.80	18.4
					72 FTP	1.65	38.8	437.2	1.58	17.6
514	75	PLYM	GRNF	400	HOT TRANS	3.95	118.1	563.3	1.58	11.7
					HOT STAB	4.59	136.7	628.0	1.09	10.4
					72 FTP	4.28	127.8	597.0	1.32	10.9
		AFTER MTCE.			HOT TRANS	1.25	62.3	641.4	0.84	11.9
					HOT STAB	0.51	33.4	743.1	0.61	11.1
					72 FTP	0.87	47.2	694.4	0.72	11.5
515	75	PONT	VENT	250	HOT TRANS	0.90	29.9	415.9	2.32	19.1
					HOT STAB	0.28	6.9	436.3	2.91	19.8
					72 FTP	0.58	17.9	426.6	2.63	19.4
		AFTER MTCE.			HOT TRANS	1.00	34.7	493.4	1.26	16.1
					HOT STAB	0.31	8.8	535.1	1.12	16.1
					72 FTP	0.64	21.2	515.1	1.19	16.1
516	75	BMW	SEDA	121	HOT TRANS	1.16	9.1	413.1	1.09	20.6
					HOT STAB	0.19	6.8	506.5	0.58	17.1
					72 FTP	0.65	7.9	461.8	0.82	18.6
		AFTER MTCE.			HOT TRANS	N/A				
					HOT STAB	N/A				
					72 FTP	N/A				
517	75	BMW	530I	182	HOT TRANS	2.13	46.0	602.5	0.58	13.0
					HOT STAB	4.70	61.8	722.8	0.41	10.6
					72 FTP	3.47	54.2	665.2	0.49	11.7
		AFTER MTCE.			HOT TRANS	N/A				
					HOT STAB	N/A				
					72 FTP	N/A				

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						GRAMS PER MILE				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
518	75	SUBA	STAW	83	HOT TRANS	3.01	25.2	267.4	2.96	28.0
					HOT STAB	2.83	24.8	297.6	1.52	25.7
					72 FTP	2.92	25.0	283.2	2.21	26.8
		AFTER MTCE.			HOT TRANS	2.97	27.2	259.9	2.55	28.4
					HOT STAB	3.04	24.5	290.7	1.42	26.2
					72 FTP	3.01	25.8	276.0	1.96	27.2
519	75	MERB	450S	276	HOT TRANS	1.07	9.9	601.4	2.72	14.3
					HOT STAB	0.77	11.5	693.5	0.94	12.4
					72 FTP	0.91	10.7	649.4	1.79	13.3
		AFTER MTCE.			HOT TRANS	1.07	9.7	607.5	2.79	14.2
					HOT STAB	0.66	8.5	707.0	1.11	12.3
					72 FTP	0.85	9.0	659.4	1.91	13.1
520	75	PORS	914	120	HOT TRANS	1.43	24.3	327.4	1.56	24.0
					HOT STAB	1.80	25.5	405.1	0.99	19.7
					72 FTP	1.62	24.9	367.9	1.26	21.5
		AFTER MTCE.			HOT TRANS	N/A				
					HOT STAB	N/A				
					72 FTP	N/A				
521	75	SAAB	99LE	121	HOT TRANS	2.76	17.8	298.8	3.40	26.4
					HOT STAB	3.24	24.3	320.8	1.95	24.0
					72 FTP	3.01	21.2	310.3	2.65	25.1
		AFTER MTCE.			HOT TRANS	N/A				
					HOT STAB	N/A				
					72 FTP	N/A				
522	75	AMMO	HORN	232	HOT TRANS	2.37	33.7	364.5	3.27	20.9
					HOT STAB	2.12	26.9	376.0	3.56	20.9
					72 FTP	2.24	30.1	370.5	3.42	20.9
		AFTER MTCE.			HOT TRANS	2.20	38.2	396.9	2.14	19.1
					HOT STAB	1.84	27.4	416.3	2.23	19.1
					72 FTP	2.01	32.6	407.0	2.19	19.1

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	GRAMS PER MILE HC	GRAMS PER MILE CO	GRAMS PER MILE CO2	GRAMS PER MILE NOXC	MPG FUEL ECON
523	75	AMMO	HORN	258	HOT	TRANS	2.59	61.6	472.1	2.10	15.4
					HOT	STAB	2.50	49.2	507.9	2.04	15.0
					72	FTP	2.54	55.1	490.8	2.07	15.2
		AFTER MTCE.			HOT	TRANS	2.42	58.1	475.2	2.18	15.5
					HOT	STAB	2.15	30.5	513.9	2.29	15.6
					72	FTP	2.28	43.7	495.4	2.24	15.5
524	75	DODG	MONA	440	HOT	TRANS	2.56	46.9	609.5	2.75	12.8
					HOT	STAB	2.20	44.5	657.1	1.51	12.1
					72	FTP	2.37	45.6	634.3	2.11	12.4
		AFTER MTCE.			HOT	TRANS	0.83	20.3	697.8	2.22	12.1
					HOT	STAB	0.18	5.4	799.8	1.61	11.0
					72	FTP	0.49	12.5	751.0	1.90	11.5
525	75	MERC	MARQ	460	HOT	TRANS	1.59	18.3	740.3	3.00	11.5
					HOT	STAB	0.87	22.3	842.2	1.65	10.1
					72	FTP	1.22	20.4	793.4	2.30	10.7
		AFTER MTCE.			HOT	TRANS	1.88	13.6	719.0	2.82	11.9
					HOT	STAB	0.75	13.0	828.4	1.63	10.4
					72	FTP	1.29	13.3	776.0	2.20	11.1
534	75	AMMO	GREM	232	HOT	TRANS	3.40	43.5	301.0	2.29	23.3
					HOT	STAB	3.22	59.8	314.7	1.86	21.2
					72	FTP	3.31	52.0	308.2	2.06	22.2
		AFTER MTCE.			HOT	TRANS	3.04	37.1	313.3	1.56	23.3
					HOT	STAB	2.46	35.1	350.4	1.31	21.5
					72	FTP	2.74	36.0	332.6	1.43	22.3
535	76	AMMO	HORN	232	HOT	TRANS	2.26	41.7	384.6	2.71	19.4
					HOT	STAB	1.99	34.2	399.9	2.53	19.3
					72	FTP	2.12	37.8	392.6	2.62	19.3
		AFTER MTCE.			HOT	TRANS	2.19	40.6	374.8	2.77	19.9
					HOT	STAB	1.77	25.7	398.0	2.48	20.0
					72	FTP	1.97	32.8	386.9	2.62	20.0

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
536	75	AMMO	PACE	258	HOT TRANS	3.10	78.9	417.8	1.71	16.1
					HOT STAB	2.58	92.9	421.0	1.07	15.4
					72 FTP	2.83	86.2	419.5	1.38	15.7
		AFTER MTCE.			HOT TRANS	2.55	52.7	449.8	2.01	16.4
					HOT STAB	2.14	59.0	442.7	1.39	16.4
					72 FTP	2.34	56.0	446.1	1.69	16.4
538	75	AMMO	HORN	232	HOT TRANS	2.57	40.1	385.1	1.88	19.5
					HOT STAB	2.01	37.4	421.8	1.71	18.2
					72 FTP	2.28	38.7	404.2	1.80	18.8
		AFTER MTCE.			HOT TRANS	2.06	34.5	390.4	1.66	19.7
					HOT STAB	1.50	26.3	417.1	1.81	19.2
					72 FTP	1.77	30.2	404.3	1.74	19.4
540	75	AMMO	PACE	258	HOT TRANS	2.43	39.8	433.5	2.98	17.6
					HOT STAB	2.05	49.3	445.2	1.94	16.8
					72 FTP	2.23	44.8	439.6	2.44	17.2
		AFTER MTCE.			HOT TRANS	3.01	139.9	490.6	0.93	12.3
					HOT STAB	2.71	135.6	520.2	0.95	12.0
					72 FTP	2.85	137.7	506.0	0.94	12.1
544	75	BUIC	LESA	350	HOT TRANS	2.47	69.6	550.6	1.54	13.3
					HOT STAB	2.70	80.2	563.1	0.73	12.7
					72 FTP	2.59	75.1	557.1	1.12	13.0
		AFTER MTCE.			HOT TRANS	0.91	29.5	608.7	1.19	13.5
					HOT STAB	0.50	18.8	647.7	0.55	13.1
					72 FTP	0.70	23.9	629.0	0.86	13.3
547	75	BUIC	REGA	350	HOT TRANS	2.43	79.0	490.2	1.46	14.3
					HOT STAB	2.91	78.5	552.8	1.06	13.0
					72 FTP	2.68	78.7	522.8	1.25	13.5
		AFTER MTCE.			HOT TRANS	1.46	32.5	545.6	1.32	14.8
					HOT STAB	0.70	19.3	601.8	0.89	14.0
					72 FTP	1.06	25.7	574.9	1.10	14.3

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	MPG FUEL ECON
						-----GRAMS PER MILE-----				
549	75	BUIC	LESA	350	HOT TRANS	1.46	50.7	609.1	2.10	12.8
					HOT STAB	2.17	51.1	619.6	2.12	12.6
					72 FTP	1.83	50.9	614.6	2.11	12.7
		AFTER MTCE.			HOT TRANS	1.12	39.2	614.3	0.99	13.1
					HOT STAB	0.21	15.5	686.7	0.41	12.5
					72 FTP	0.64	26.8	652.1	0.68	12.7
550	75	BUIC	LESA	350	HOT TRANS	3.31	102.1	524.4	1.39	12.8
					HOT STAB	3.44	126.7	529.0	0.72	12.0
					72 FTP	3.38	114.9	526.8	1.04	12.4
		AFTER MTCE.			HOT TRANS	2.05	67.4	571.7	1.67	13.0
					HOT STAB	2.07	48.4	635.3	1.27	12.4
					72 FTP	2.06	57.5	604.8	1.46	12.6
551	75	BUIC	LESA	455	HOT TRANS	3.94	69.9	550.3	1.79	13.2
					HOT STAB	3.94	90.2	577.4	0.76	12.1
					72 FTP	3.94	80.5	564.4	1.25	12.6
		AFTER MTCE.			HOT TRANS	2.42	52.1	605.0	1.25	12.8
					HOT STAB	2.19	49.7	665.2	0.69	11.8
					72 FTP	2.30	50.8	636.4	0.96	12.3
553	75	BUIC	RIVI	455	HOT TRANS	2.90	76.0	635.6	1.37	11.6
					HOT STAB	4.27	133.5	622.8	0.75	10.5
					72 FTP	3.62	106.0	628.9	1.05	11.0
		AFTER MTCE.			HOT TRANS	1.86	39.8	655.8	1.18	12.3
					HOT STAB	1.63	37.4	691.6	0.72	11.7
					72 FTP	1.74	38.6	674.5	0.94	12.0
554	75	BUIC	STAW	455	HOT TRANS	4.34	103.6	610.4	1.90	11.3
					HOT STAB	4.29	112.8	638.4	0.93	10.7
					72 FTP	4.31	108.4	625.0	1.39	11.0
		AFTER MTCE.			HOT TRANS	3.50	118.9	663.4	1.43	10.3
					HOT STAB	1.90	52.2	727.3	0.89	10.9
					72 FTP	2.66	84.1	696.7	1.15	10.6

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	GRAMS PER MILE				MPG FUEL ECON
							HC	CO	CO2	NOXC	
559	75	CADI	ELDO	500	HOT	TRANS	4.33	134.3	546.7	1.31	11.5
					HOT	STAB	5.08	134.5	581.3	1.68	11.0
					72	FTP	4.72	134.4	564.8	1.50	11.2
		AFTER MTCE.			HOT	TRANS	3.09	101.9	599.9	1.03	11.5
					HOT	STAB	1.63	37.5	686.8	1.51	11.8
					72	FTP	2.33	68.3	645.2	1.28	11.7
560	75	CADI	DEVI	500	HOT	TRANS	3.52	62.0	570.7	1.87	13.1
					HOT	STAB	4.19	79.7	577.5	2.02	12.4
					72	FTP	3.87	71.2	574.3	1.95	12.7
		AFTER MTCE.			HOT	TRANS	2.56	91.6	594.7	1.28	11.9
					HOT	STAB	1.97	59.1	651.4	1.34	11.8
					72	FTP	2.25	74.6	624.3	1.31	11.9
565	75	CHEV	VEGA	140	HOT	TRANS	4.13	61.9	276.9	1.70	22.9
					HOT	STAB	5.34	82.8	324.5	1.17	18.8
					72	FTP	4.76	72.8	301.7	1.42	20.6
		AFTER MTCE.			HOT	TRANS	1.79	32.8	320.0	1.08	23.5
					HOT	STAB	2.20	31.7	384.6	0.96	20.1
					72	FTP	2.00	32.2	353.7	1.02	21.6
567	75	CHEV	VEGA	140	HOT	TRANS	1.96	47.8	374.4	1.07	19.5
					HOT	STAB	2.19	59.7	380.4	0.46	18.4
					72	FTP	2.08	54.0	377.5	0.75	18.9
		AFTER MTCE.			HOT	TRANS	1.15	28.0	387.8	0.88	20.4
					HOT	STAB	1.02	29.6	415.0	0.44	19.1
					72	FTP	1.08	28.8	402.0	0.65	19.7
568	75	CHEV	VEGA	140	HOT	TRANS	1.48	38.7	381.4	0.68	19.9
					HOT	STAB	2.13	59.8	367.5	0.55	19.0
					72	FTP	1.82	49.7	374.1	0.61	19.4
		AFTER MTCE.			HOT	TRANS	0.97	19.9	388.4	0.70	21.0
					HOT	STAB	0.84	23.9	375.3	0.22	21.4
					72	FTP	0.90	22.0	381.6	0.45	21.2

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	GRAMS PER MILE HC	CO	CO2	NOXC	MPG FUEL ECON
569	75	CHEV	VEGA	140	HOT TRANS	1.82	37.6	365.1	0.76	20.6
					HOT STAB	1.58	52.1	354.4	0.38	20.1
					72 FTP	1.69	45.2	359.5	0.56	20.4
		AFTER MTCE.			HOT TRANS	1.04	23.1	378.1	0.61	21.3
					HOT STAB	0.45	18.5	407.4	0.33	20.3
					72 FTP	0.74	20.7	393.4	0.46	20.7
570	75	CHEV	MONZ	140	HOT TRANS	2.04	46.3	363.6	1.19	20.0
					HOT STAB	2.13	57.5	365.7	0.78	19.2
					72 FTP	2.08	52.1	364.7	0.98	19.6
		AFTER MTCE.			HOT TRANS	1.33	29.2	393.2	1.15	20.0
					HOT STAB	1.12	27.9	409.4	0.43	19.4
					72 FTP	1.22	28.5	401.7	0.78	19.7
571	75	CHEV	VEGA	140	HOT TRANS	3.31	63.3	280.0	1.05	22.8
					HOT STAB	4.13	82.6	318.3	0.76	19.2
					72 FTP	3.74	73.4	299.9	0.90	20.8
		AFTER MTCE.			HOT TRANS	4.28	66.1	272.3	0.92	22.8
					HOT STAB	4.89	70.7	334.4	0.80	19.3
					72 FTP	4.60	68.5	304.7	0.86	20.8
580	75	CHEV	NOVA	350	HOT TRANS	3.50	64.0	445.9	1.77	15.9
					HOT STAB	3.42	88.7	469.9	0.80	14.3
					72 FTP	3.46	76.9	458.4	1.27	15.0
		AFTER MTCE.			HOT TRANS	1.15	29.0	513.8	1.08	15.8
					HOT STAB	1.70	40.7	561.8	0.54	14.1
					72 FTP	1.44	35.1	538.8	0.80	14.8
581	75	CHEV	NOVA	350	HOT TRANS	2.89	85.2	510.7	2.18	13.6
					HOT STAB	3.44	122.2	564.4	1.01	11.6
					72 FTP	3.18	104.5	538.7	1.57	12.4
		AFTER MTCE.			HOT TRANS	4.46	51.5	536.5	1.12	14.1
					HOT STAB	1.71	50.3	591.4	0.59	13.1
					72 FTP	3.03	50.8	565.1	0.85	13.6

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	GRAMS PER MILE HC	CO	CO2	NOXC	MPG FUEL ECON
582	75	CHEV	NOVA	350	HOT TRANS	1.90	50.0	490.4	1.59	15.4
					HOT STAB	2.27	52.8	528.8	0.92	14.3
					72 FTP	2.09	51.5	510.4	1.24	14.8
		AFTER MTCE.			HOT TRANS	1.33	42.0	506.8	1.11	15.4
					HOT STAB	0.71	22.3	567.5	0.60	14.7
					72 FTP	1.01	31.7	538.4	0.84	15.0
583	75	CHEV	NOVA	350	HOT TRANS	4.10	96.3	444.7	1.21	14.6
					HOT STAB	4.35	89.9	483.6	0.80	13.9
					72 FTP	4.23	92.9	464.9	1.00	14.2
		AFTER MTCE.			HOT TRANS	3.46	71.7	447.7	1.09	15.5
					HOT STAB	3.21	49.6	482.2	0.67	15.6
					72 FTP	3.33	60.1	465.7	0.87	15.5
588	75	CHEV	MONT	350	HOT TRANS	1.84	50.6	511.8	1.65	14.9
					HOT STAB	2.71	76.4	534.2	1.05	13.4
					72 FTP	2.29	64.1	523.5	1.34	14.1
		AFTER MTCE.			HOT TRANS	1.58	29.7	501.2	1.02	16.0
					HOT STAB	1.35	35.7	526.7	0.53	15.1
					72 FTP	1.46	32.9	514.5	0.76	15.5
589	75	CHEV	MALI	350	HOT TRANS	3.17	95.5	446.9	1.02	14.6
					HOT STAB	4.93	153.4	440.8	0.50	12.7
					72 FTP	4.08	125.7	443.7	0.75	13.6
		AFTER MTCE.			HOT TRANS	2.29	87.3	511.9	0.69	13.5
					HOT STAB	2.27	83.7	544.5	0.42	13.0
					72 FTP	2.28	85.4	528.9	0.55	13.2
591	75	CHEV	MONT	350	HOT TRANS	4.81	147.7	423.9	0.70	13.2
					HOT STAB	5.06	153.9	445.2	0.44	12.6
					72 FTP	4.94	150.9	435.0	0.56	12.9
		AFTER MTCE.			HOT TRANS	3.08	133.4	513.6	0.59	12.1
					HOT STAB	2.21	80.1	615.2	0.50	11.9
					72 FTP	2.62	105.6	566.6	0.54	12.0

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
592	75	CHEV	MONT	350	HOT TRANS	2.41	71.6	461.8	1.20	15.2
					HOT STAB	2.92	88.2	478.0	0.60	14.2
					72 FTP	2.68	80.2	470.2	0.89	14.7
		AFTER MTCE.			HOT TRANS	1.33	37.7	539.4	0.83	14.7
					HOT STAB	0.23	9.7	631.7	0.64	13.7
					72 FTP	0.75	23.1	587.5	0.74	14.2
593	75	CHEV	MALI	350	HOT TRANS	2.70	77.0	483.2	1.34	14.5
					HOT STAB	3.36	87.5	481.8	0.82	14.1
					72 FTP	3.05	82.5	482.5	1.07	14.3
		AFTER MTCE.			HOT TRANS	0.89	32.2	538.0	1.19	15.0
					HOT STAB	0.78	18.8	602.5	0.77	14.0
					72 FTP	0.83	25.2	571.6	0.97	14.5
594	75	CHEV	MONT	350	HOT TRANS	2.45	66.5	467.7	0.92	15.3
					HOT STAB	2.89	101.9	479.5	0.50	13.7
					72 FTP	2.68	85.0	473.9	0.70	14.4
		AFTER MTCE.			HOT TRANS	1.50	43.8	602.9	0.86	13.1
					HOT STAB	0.54	39.0	650.4	0.39	12.4
					72 FTP	1.00	41.3	627.7	0.61	12.8
595	75	CHEV	MALI	350	HOT TRANS	2.00	50.1	522.5	1.53	14.6
					HOT STAB	2.29	48.5	571.3	1.05	13.6
					72 FTP	2.15	49.2	547.9	1.28	14.0
		AFTER MTCE.			HOT TRANS	1.52	55.7	514.4	1.17	14.6
					HOT STAB	0.76	27.1	582.8	0.76	14.1
					72 FTP	1.12	40.8	550.0	0.96	14.4
596	75	CHEV	STAW	350	HOT TRANS	2.55	83.6	548.6	1.38	12.9
					HOT STAB	3.31	106.2	557.7	0.88	12.1
					72 FTP	2.94	95.3	553.4	1.12	12.5
		AFTER MTCE.			HOT TRANS	0.80	33.7	572.7	1.55	14.1
					HOT STAB	0.54	15.4	629.6	1.34	13.5
					72 FTP	0.66	24.1	602.3	1.44	13.8

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
598	75	CHEV	NOVA	350	HOT TRANS	3.82	98.8	421.9	1.43	15.1
					HOT STAB	4.72	127.2	427.7	0.60	13.8
					72 FTP	4.29	113.6	424.9	1.00	14.4
		AFTER MTCE.			HOT TRANS	2.03	76.4	461.1	0.94	15.1
					HOT STAB	1.91	70.3	490.1	0.36	14.6
					72 FTP	1.97	73.2	476.2	0.64	14.9
599	75	CHEV	MONT	350	HOT TRANS	1.63	36.0	482.8	3.48	16.3
					HOT STAB	2.35	69.5	477.7	1.75	14.9
					72 FTP	2.01	53.5	480.1	2.58	15.6
		AFTER MTCE.			HOT TRANS	1.72	33.2	513.5	1.38	15.5
					HOT STAB	1.66	45.2	535.4	0.71	14.5
					72 FTP	1.69	39.4	524.9	1.03	15.0
600	75	CHEV	MALI	350	HOT TRANS	3.80	74.5	434.3	1.71	15.8
					HOT STAB	4.65	120.2	431.2	0.66	14.0
					72 FTP	4.25	98.3	432.7	1.16	14.8
		AFTER MTCE.			HOT TRANS	2.11	46.5	489.6	1.41	15.6
					HOT STAB	1.80	33.3	544.7	0.80	14.7
					72 FTP	1.95	39.6	518.3	1.09	15.1
608	75	CHEV	CAPR	454	HOT TRANS	22.76	87.0	778.0	2.72	9.0
					HOT STAB	11.65	10.1	888.7	2.58	9.4
					72 FTP	16.97	46.9	835.7	2.64	9.2
		AFTER MTCE.			HOT TRANS	1.94	42.7	747.4	2.39	10.8
					HOT STAB	0.58	0.4	864.8	1.81	10.2
					72 FTP	1.23	20.6	808.6	2.09	10.5
609	75	CHRY	CORD	360	HOT TRANS	2.50	82.5	491.0	1.63	14.1
					HOT STAB	2.30	72.5	537.9	0.84	13.5
					72 FTP	2.40	77.3	515.4	1.22	13.8
		AFTER MTCE.			HOT TRANS	1.70	72.2	536.0	0.96	13.6
					HOT STAB	1.10	42.3	641.6	0.53	12.5
					72 FTP	1.39	56.7	591.0	0.74	13.0

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST	TYPE	HC	CO	CO2	NOXC	ECON
610	75	CHRY	CORD	360	HOT	TRANS	2.77	72.6	514.6	1.78	13.9
					HOT	STAB	2.43	65.8	553.2	1.49	13.4
					72	FTP	2.60	69.1	534.7	1.63	13.6
		AFTER MTCE.			HOT	TRANS	1.77	56.1	567.0	1.78	13.4
					HOT	STAB	1.33	32.4	635.5	1.36	12.9
					72	FTP	1.54	43.7	602.7	1.56	13.1
611	75	CHRY	NEWP	400	HOT	TRANS	8.00	132.8	498.8	1.52	12.1
					HOT	STAB	10.91	184.0	520.4	0.90	10.5
					72	FTP	9.52	159.5	510.0	1.20	11.2
		AFTER MTCE.			HOT	TRANS	2.34	72.6	606.9	1.34	12.2
					HOT	STAB	1.29	37.9	728.7	1.12	11.2
					72	FTP	1.79	54.5	670.4	1.22	11.7
613	75	CHRY	NEWP	400	HOT	TRANS	4.58	123.7	569.5	1.67	11.4
					HOT	STAB	4.39	125.3	596.5	1.15	11.0
					72	FTP	4.48	124.6	583.6	1.40	11.2
		AFTER MTCE.			HOT	TRANS	3.21	104.6	639.5	1.30	10.9
					HOT	STAB	1.21	42.2	731.8	0.70	11.1
					72	FTP	2.17	72.0	687.6	0.99	11.0
615	75	CHRY	NEWY	440	HOT	TRANS	2.70	69.6	653.4	2.15	11.5
					HOT	STAB	2.05	72.7	708.6	0.65	10.7
					72	FTP	2.36	71.2	682.2	1.37	11.1
		AFTER MTCE.			HOT	TRANS	0.85	35.4	741.6	1.17	11.1
					HOT	STAB	0.18	8.9	834.4	0.72	10.5
					72	FTP	0.50	21.6	790.0	0.93	10.8
616	75	DODG	DART	225	HOT	TRANS	2.60	55.4	382.1	2.90	18.6
					HOT	STAB	2.77	73.0	372.4	1.69	17.9
					72	FTP	2.69	64.6	377.0	2.27	18.2
		AFTER MTCE.			HOT	TRANS	2.86	73.4	377.5	1.70	17.7
					HOT	STAB	2.75	84.9	398.8	1.07	16.4
					72	FTP	2.80	79.4	388.6	1.37	17.0

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	GRAMS PER MILE				MPG FUEL ECON
						HC	CO	CO2	NOXC	
618	75	DODG	DART	318	HOT TRANS	1.40	28.4	492.3	0.79	16.4
					HOT STAB	1.91	60.2	540.3	0.37	13.8
					72 FTP	1.67	45.0	517.3	0.57	15.0
		AFTER MTCE.			HOT TRANS	0.88	12.8	544.5	0.74	15.6
					HOT STAB	0.35	15.8	609.1	0.43	14.0
					72 FTP	0.60	14.4	578.2	0.58	14.7
620	75	DODG	CHAR	318	HOT TRANS	1.86	30.5	481.9	4.58	16.6
					HOT STAB	2.30	63.7	500.3	1.32	14.6
					72 FTP	2.09	47.8	491.5	2.88	15.5
		AFTER MTCE.			HOT TRANS	0.76	13.0	565.1	1.69	15.1
					HOT STAB	0.45	14.0	608.6	0.82	14.0
					72 FTP	0.59	13.5	587.7	1.24	14.5
621	75	DODG	CHAR	360	HOT TRANS	2.34	75.0	452.5	2.10	15.4
					HOT STAB	2.59	83.1	512.4	1.13	13.6
					72 FTP	2.47	79.2	483.7	1.60	14.4
		AFTER MTCE.			HOT TRANS	1.55	56.9	510.0	0.88	14.7
					HOT STAB	0.90	33.3	626.8	0.25	13.0
					72 FTP	1.21	44.6	570.9	0.55	13.8
622	75	DODG	CHAR	400	HOT TRANS	2.87	56.4	533.0	1.41	14.1
					HOT STAB	2.67	63.0	587.3	0.77	12.8
					72 FTP	2.77	59.9	561.3	1.08	13.4
		AFTER MTCE.			HOT TRANS	2.24	56.0	616.3	0.68	12.5
					HOT STAB	1.00	48.3	692.5	0.33	11.5
					72 FTP	1.59	52.0	656.1	0.50	11.9
623	75	DODG	MONA	400	HOT TRANS	6.10	123.6	501.3	1.09	12.4
					HOT STAB	6.37	170.6	568.6	0.75	10.4
					72 FTP	6.24	148.1	536.4	0.92	11.3
		AFTER MTCE.			HOT TRANS	4.34	90.2	560.4	1.16	12.4
					HOT STAB	1.90	67.0	667.9	0.63	11.4
					72 FTP	3.07	78.1	616.4	0.88	11.9

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
624	75	FORD	PINT	140	HOT TRANS	1.84	27.0	353.4	2.23	22.1
					HOT STAB	1.38	21.9	384.7	1.26	21.0
					72 FTP	1.60	24.4	369.7	1.72	21.5
		AFTER MTCE.			HOT TRANS	1.78	25.4	371.0	1.71	21.3
					HOT STAB	1.13	25.8	406.1	0.93	19.7
					72 FTP	1.44	25.6	389.3	1.31	20.4
649	75	FORD	GRAN	302	HOT TRANS	5.10	99.4	461.5	0.53	14.0
					HOT STAB	3.80	102.5	506.9	0.43	13.1
					72 FTP	4.42	101.0	485.2	0.48	13.5
		AFTER MTCE.			HOT TRANS	4.49	124.6	505.9	0.51	12.4
					HOT STAB	3.01	87.7	589.6	0.34	12.0
					72 FTP	3.72	105.4	549.5	0.42	12.2
653	75	FORD	STAW	351	HOT TRANS	1.22	42.0	589.0	3.75	13.5
					HOT STAB	1.25	48.3	625.9	1.53	12.6
					72 FTP	1.23	45.3	608.2	2.59	13.0
		AFTER MTCE.			HOT TRANS	1.12	36.3	647.5	2.01	12.5
					HOT STAB	1.00	31.5	719.5	0.96	11.5
					72 FTP	1.06	33.8	685.0	1.46	12.0
654	75	FORD	ELIT	400	HOT TRANS	2.37	11.5	566.4	2.73	15.0
					HOT STAB	3.12	7.5	583.1	1.75	14.7
					72 FTP	2.76	9.4	575.1	2.22	14.8
		AFTER MTCE.			HOT TRANS	1.25	30.0	685.2	1.71	12.1
					HOT STAB	0.66	20.2	792.7	1.37	10.7
					72 FTP	0.94	24.9	741.2	1.53	11.3
655	75	FORD	LTD	460	HOT TRANS	1.37	26.9	737.6	2.00	11.3
					HOT STAB	1.56	61.4	804.8	0.99	9.8
					72 FTP	1.47	44.9	772.6	1.47	10.5
		AFTER MTCE.			HOT TRANS	1.82	19.0	739.4	1.98	11.5
					HOT STAB	0.77	11.0	803.1	1.43	10.8
					72 FTP	1.27	14.8	772.6	1.69	11.1

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST	TYPE	HC	CO	CO2	NOXC	ECON
656	75	FORD	GRAN	351	HOT	TRANS	4.73	69.9	536.4	2.96	13.4
					HOT	STAB	2.93	105.3	567.5	1.27	12.0
					72	FTP	3.79	88.3	552.6	2.08	12.6
		AFTER MTCE.			HOT	TRANS	3.37	21.3	603.7	2.73	13.7
					HOT	STAB	2.26	17.7	654.6	1.64	12.9
					72	FTP	2.79	19.4	630.2	2.16	13.3
664	75	FORD	THND	460	HOT	TRANS	3.04	95.1	641.2	1.91	11.1
					HOT	STAB	3.28	128.6	684.7	0.84	9.9
					72	FTP	3.17	112.6	663.9	1.35	10.4
		AFTER MTCE.			HOT	TRANS	1.54	28.3	791.6	2.15	10.6
					HOT	STAB	0.68	29.2	862.5	1.07	9.7
					72	FTP	1.09	28.8	828.6	1.59	10.1
665	76	LINC	CONT	460	HOT	TRANS	1.14	4.8	707.0	1.37	12.4
					HOT	STAB	0.96	32.4	708.6	1.01	11.6
					72	FTP	1.04	19.2	707.8	1.18	12.0
		AFTER MTCE.			HOT	TRANS	1.31	4.5	778.2	2.00	11.2
					HOT	STAB	0.53	3.0	841.1	1.92	10.5
					72	FTP	0.91	3.7	811.0	1.96	10.8
667	75	MERC	MONA	200	HOT	TRANS	2.78	15.5	417.3	0.60	19.7
					HOT	STAB	0.95	18.6	455.1	0.44	18.2
					72	FTP	1.83	17.1	437.0	0.51	18.9
		AFTER MTCE.			HOT	TRANS	2.08	16.5	417.0	0.57	19.7
					HOT	STAB	0.90	18.3	457.9	0.41	18.1
					72	FTP	1.47	17.4	438.3	0.49	18.9
672	75	MERC	MONG	351	HOT	TRANS	1.76	43.1	603.1	1.71	13.1
					HOT	STAB	2.11	62.4	660.9	0.80	11.6
					72	FTP	1.95	53.1	633.2	1.24	12.3
		AFTER MTCE.			HOT	TRANS	2.01	40.1	629.8	1.83	12.7
					HOT	STAB	1.20	17.9	705.2	1.18	12.0
					72	FTP	1.59	28.5	669.1	1.49	12.3

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST	TYPE	HC	CO	CO2	NOXC	ECON
675	75	OLDS	OMEG	260	HOT	TRANS	1.14	27.9	471.5	2.42	17.1
					HOT	STAB	1.41	35.3	488.6	1.06	16.2
					72	FTP	1.28	31.8	480.4	1.71	16.6
		AFTER MTCE.			HOT	TRANS	0.99	25.8	555.0	1.55	14.8
					HOT	STAB	0.46	18.8	625.4	0.57	13.5
					72	FTP	0.71	22.2	591.7	1.04	14.1
689	75	PLYM	DUST	225	HOT	TRANS	3.95	82.6	434.6	1.47	15.4
					HOT	STAB	3.77	71.7	438.8	0.33	15.8
					72	FTP	3.85	76.9	436.8	0.88	15.6
		AFTER MTCE.			HOT	TRANS	2.59	34.6	387.9	0.70	19.7
					HOT	STAB	2.48	32.4	442.4	0.44	17.7
					72	FTP	2.53	33.4	416.3	0.56	18.6
690	75	PLYM	VALI	225	HOT	TRANS	3.48	85.4	399.8	1.47	16.3
					HOT	STAB	3.39	112.5	389.6	1.05	15.4
					72	FTP	3.43	99.5	394.5	1.25	15.8
		AFTER MTCE.			HOT	TRANS	2.38	65.6	419.5	1.19	16.7
					HOT	STAB	2.27	69.2	435.7	1.11	16.1
					72	FTP	2.32	67.5	427.9	1.15	16.4
691	75	PLYM	DUST	225	HOT	TRANS	2.44	48.4	403.7	0.82	18.2
					HOT	STAB	2.57	71.1	389.6	0.79	17.4
					72	FTP	2.51	60.2	396.3	0.80	17.8
		AFTER MTCE.			HOT	TRANS	2.03	50.4	408.3	0.67	18.0
					HOT	STAB	1.33	40.7	431.5	0.50	17.8
					72	FTP	1.67	45.3	420.4	0.58	17.9
694	75	PLYM	FURY	360	HOT	TRANS	4.60	98.5	497.2	1.95	13.3
					HOT	STAB	5.45	126.8	536.3	1.14	11.8
					72	FTP	5.04	113.3	517.6	1.53	12.5
		AFTER MTCE.			HOT	TRANS	1.67	60.6	578.5	1.40	13.1
					HOT	STAB	0.97	25.9	653.1	1.11	12.7
					72	FTP	1.30	42.5	617.3	1.25	12.9

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH							GRAMS PER MILE				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST	TYPE	HC	CO	CO2	NOXC	ECON
696	75	PONT	FIRE	250	HOT	TRANS	2.09	46.1	386.2	1.67	19.1
					HOT	STAB	2.40	70.7	389.5	1.55	17.5
					72	FTP	2.25	58.9	387.9	1.61	18.2
		AFTER MTCE.			HOT	TRANS	0.95	21.4	416.5	1.68	19.6
					HOT	STAB	0.17	1.5	415.9	2.02	21.2
					72	FTP	0.54	11.0	416.2	1.86	20.4
698	75	PONT	FIRE	350	HOT	TRANS	7.76	198.8	399.5	0.46	12.1
					HOT	STAB	7.20	160.6	455.3	0.34	12.1
					72	FTP	7.47	178.9	428.6	0.40	12.1
		AFTER MTCE.			HOT	TRANS	4.28	140.4	435.1	0.75	13.3
					HOT	STAB	3.01	77.7	508.0	0.97	13.9
					72	FTP	3.62	107.7	473.1	0.86	13.6
699	75	PONT	LEMA	350	HOT	TRANS	2.02	61.8	493.8	3.40	14.9
					HOT	STAB	2.79	93.9	533.7	1.96	12.9
					72	FTP	2.42	78.5	514.6	2.65	13.7
		AFTER MTCE.			HOT	TRANS	1.10	28.7	528.6	3.00	15.4
					HOT	STAB	0.56	18.0	590.8	2.06	14.3
					72	FTP	0.82	23.1	561.0	2.51	14.8
700	75	PONT	CATA	400	HOT	TRANS	4.40	123.1	486.2	1.74	12.8
					HOT	STAB	5.10	134.6	504.8	1.10	12.1
					72	FTP	4.76	129.1	495.9	1.40	12.4
		AFTER MTCE.			HOT	TRANS	3.37	119.8	566.9	0.60	11.6
					HOT	STAB	3.49	98.9	658.4	0.49	10.8
					72	FTP	3.43	108.9	614.6	0.54	11.1
701	76	PONT	FIRE	400	HOT	TRANS	3.43	72.9	483.9	2.39	14.6
					HOT	STAB	3.47	90.5	525.9	1.75	13.1
					72	FTP	3.45	82.1	505.8	2.05	13.7
		AFTER MTCE.			HOT	TRANS	3.01	73.8	529.2	1.06	13.6
					HOT	STAB	3.08	101.5	560.6	0.58	12.2
					72	FTP	3.04	88.3	545.6	0.81	12.8

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
							HC	CO	CO2	NOXC	
705	75	DATS	B210	85	HOT	TRANS	2.25	31.8	259.7	2.03	28.0
					HOT	STAB	1.37	27.6	305.8	0.83	25.1
					72	FTP	1.79	29.6	283.7	1.41	26.4
		AFTER MTCE.			HOT	TRANS	2.05	30.6	264.1	2.62	27.9
					HOT	STAB	1.83	27.5	311.4	1.50	24.6
					72	FTP	1.93	29.0	288.8	2.04	26.1
709	75	OPEL	STAW	116	HOT	TRANS	2.62	70.1	323.3	0.80	20.1
					HOT	STAB	2.50	78.3	379.0	0.67	17.4
					72	FTP	2.56	74.3	352.3	0.73	18.6
		AFTER MTCE.			HOT	TRANS	2.31	49.9	342.8	1.07	20.7
					HOT	STAB	2.41	52.1	399.1	0.78	18.2
					72	FTP	2.36	51.0	372.1	0.92	19.3
713	75	TOYO	CORO	134	HOT	TRANS	1.78	28.4	347.5	3.64	22.3
					HOT	STAB	1.47	28.7	409.5	1.47	19.3
					72	FTP	1.62	28.5	379.8	2.51	20.7
		AFTER MTCE.			HOT	TRANS	1.70	30.2	373.7	3.65	20.8
					HOT	STAB	1.20	27.6	443.0	1.39	18.1
					72	FTP	1.44	28.9	409.8	2.47	19.3
714	75	VOLK	SEDA	97	HOT	TRANS	2.05	21.6	260.5	2.27	29.5
					HOT	STAB	2.48	29.1	299.8	1.46	25.1
					72	FTP	2.28	25.5	281.0	1.85	27.0
		AFTER MTCE.			HOT	TRANS	1.40	11.8	339.2	1.64	24.5
					HOT	STAB	1.88	9.7	415.7	1.08	20.3
					72	FTP	1.65	10.7	379.1	1.35	22.1
715	75	VOLK	SEDA	97	HOT	TRANS	2.81	63.1	222.3	0.82	26.9
					HOT	STAB	3.58	79.8	239.0	0.54	23.6
					72	FTP	3.21	71.8	231.0	0.67	25.1
		AFTER MTCE.			HOT	TRANS	2.39	49.6	261.4	0.90	25.6
					HOT	STAB	2.22	22.0	318.7	1.04	24.6
					72	FTP	2.30	35.2	291.3	0.97	25.1

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
716	75	VOLK	SEDA	97	HOT TRANS	2.54	60.6	235.8	0.79	26.2
					HOT STAB	3.20	79.6	271.7	0.58	21.8
					72 FTP	2.88	70.5	254.5	0.68	23.7
		AFTER MTCE.			HOT TRANS	2.02	48.2	287.0	0.67	24.0
					HOT STAB	2.17	42.0	352.3	0.61	20.9
					72 FTP	2.10	44.9	321.0	0.64	22.3
717	75	VOLK	TRAN	109	HOT TRANS	4.16	72.7	309.2	0.95	20.3
					HOT STAB	5.18	82.1	351.1	0.75	17.9
					72 FTP	4.69	77.6	331.0	0.84	19.0
		AFTER MTCE.			HOT TRANS	2.92	48.5	405.3	1.03	18.1
					HOT STAB	2.41	43.8	472.1	0.94	16.2
					72 FTP	2.66	46.0	440.1	0.98	17.0
046	74	AMMO	HORN	304	HOT TRANS	5.15	59.8	443.2	3.65	16.0
					HOT STAB	4.69	55.6	471.1	2.02	15.5
					72 FTP	4.91	57.6	457.7	2.80	15.7
		AFTER MTCE.			HOT TRANS	5.10	53.6	478.2	4.36	15.3
					HOT STAB	4.36	46.2	534.3	2.15	14.3
					72 FTP	4.71	49.8	507.5	3.21	14.8
047	74	BUIC	RIVI	455	HOT TRANS	4.45	32.5	660.9	5.48	12.2
					HOT STAB	3.60	18.4	723.9	2.97	11.6
					72 FTP	4.00	25.1	693.8	4.17	11.9
		AFTER MTCE.			HOT TRANS	4.95	49.9	655.5	4.79	11.8
					HOT STAB	4.18	27.6	706.3	3.16	11.6
					72 FTP	4.55	38.3	682.0	3.94	11.7
048	74	BUIC	CENT	350	HOT TRANS	4.55	65.7	490.1	3.60	14.6
					HOT STAB	3.02	61.4	526.0	1.52	14.0
					72 FTP	3.75	63.4	508.8	2.52	14.3
		AFTER MTCE.			HOT TRANS	8.51	180.6	619.6	0.71	9.5
					HOT STAB	5.25	96.1	670.6	0.86	10.6
					72 FTP	6.81	136.6	646.2	0.79	10.1

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
049	74	CHEV	VEGA	140	HOT	TRANS	2.53	57.1	320.2	2.51	21.2
					HOT	STAB	2.69	64.0	300.7	1.84	21.7
					72	FTP	2.61	60.7	310.0	2.16	21.5
		AFTER MTCE.			HOT	TRANS	2.57	53.5	300.5	1.99	22.6
					HOT	STAB	2.66	68.2	293.2	1.38	21.7
					72	FTP	2.62	61.2	296.7	1.67	22.1
050	74	CHEV	MONT	350	HOT	TRANS	5.54	108.2	502.1	0.87	12.9
					HOT	STAB	3.49	81.8	606.9	0.63	11.9
					72	FTP	4.47	94.5	556.8	0.75	12.3
		AFTER MTCE.			HOT	TRANS	4.88	66.3	501.8	1.37	14.3
					HOT	STAB	4.06	30.4	582.3	1.01	13.8
					72	FTP	4.46	47.6	543.8	1.18	14.0
051	74	CHEV	NOVA	250	HOT	TRANS	3.41	57.5	383.4	1.87	18.3
					HOT	STAB	2.29	43.4	489.5	1.30	15.7
					72	FTP	2.83	50.2	438.7	1.58	16.9
		AFTER MTCE.			HOT	TRANS	3.20	46.4	387.5	2.06	18.9
					HOT	STAB	2.12	34.9	451.6	1.03	17.3
					72	FTP	2.64	40.4	421.0	1.52	18.0
052	74	CHEV	CAMA	350	HOT	TRANS	3.77	74.0	526.2	1.38	13.6
					HOT	STAB	3.05	83.5	585.4	0.73	12.2
					72	FTP	3.39	78.9	557.1	1.04	12.8
		AFTER MTCE.			HOT	TRANS	3.32	66.5	527.9	1.19	13.8
					HOT	STAB	2.72	56.3	592.7	0.77	12.9
					72	FTP	3.01	61.2	561.7	0.97	13.3
053	74	CHEV	CHEL	350	HOT	TRANS	3.82	87.0	521.0	0.85	13.2
					HOT	STAB	2.26	74.1	592.9	0.58	12.4
					72	FTP	3.01	80.3	558.5	0.71	12.8
		AFTER MTCE.			HOT	TRANS	3.33	77.3	566.2	0.91	12.7
					HOT	STAB	1.89	39.3	663.2	0.77	12.1
					72	FTP	2.58	57.5	616.8	0.84	12.4

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
054	74	CHEV	CAPR	400	HOT TRANS	5.24	140.6	634.4	1.52	10.2
					HOT STAB	5.52	174.5	696.9	1.04	9.0
					72 FTP	5.39	158.3	667.0	1.27	9.5
		AFTER MTCE.			HOT TRANS	4.31	88.3	654.0	1.67	11.0
					HOT STAB	4.48	95.4	733.3	1.14	9.9
					72 FTP	4.40	92.0	695.3	1.39	10.4
055	74	DODG	CHAR	318	HOT TRANS	9.33	172.2	390.0	0.75	12.9
					HOT STAB	9.95	141.7	413.9	0.52	13.3
					72 FTP	9.65	156.3	402.5	0.63	13.1
		AFTER MTCE.			HOT TRANS	4.56	71.4	466.8	1.70	15.0
					HOT STAB	4.19	68.4	518.5	1.06	13.9
					72 FTP	4.37	69.8	493.7	1.36	14.4
056	74	DODG	DART	225	HOT TRANS	4.44	82.8	354.9	1.61	17.8
					HOT STAB	3.63	76.5	369.0	1.03	17.7
					72 FTP	4.02	79.5	362.3	1.31	17.8
		AFTER MTCE.			HOT TRANS	3.79	82.6	395.5	1.33	16.5
					HOT STAB	2.87	65.2	442.7	1.00	16.0
					72 FTP	3.31	73.5	420.1	1.16	16.3
057	74	FORD	PINT	122	HOT TRANS	3.97	47.1	281.6	2.33	24.1
					HOT STAB	3.56	50.1	310.1	1.51	22.2
					72 FTP	3.75	48.6	296.5	1.90	23.1
		AFTER MTCE.			HOT TRANS	3.73	40.3	263.7	2.46	26.2
					HOT STAB	3.40	44.4	296.0	1.54	23.6
					72 FTP	3.56	42.4	280.5	1.98	24.8
058	74	FORD	MAVE	302	HOT TRANS	4.91	110.4	438.9	1.23	14.1
					HOT STAB	4.49	123.8	482.7	0.65	12.8
					72 FTP	4.69	117.4	461.8	0.93	13.4
		AFTER MTCE.			HOT TRANS	4.72	78.7	435.6	2.02	15.5
					HOT STAB	4.18	74.7	469.5	1.01	14.8
					72 FTP	4.44	76.6	453.3	1.49	15.1

APPENDIX K,CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
059	74	FORD	MAVE	250	HOT TRANS	4.25	66.3	351.9	1.51	18.9
					HOT STAB	3.43	75.4	372.2	0.96	17.7
					72 FTP	3.82	71.1	362.5	1.22	18.3
		AFTER MTCE.			HOT TRANS	3.78	68.5	386.2	1.08	17.5
					HOT STAB	2.70	66.5	437.4	0.71	16.1
					72 FTP	3.22	67.4	412.9	0.89	16.8
060	74	FORD	LTD	400	HOT TRANS	5.14	80.1	492.7	1.80	14.0
					HOT STAB	4.12	75.2	528.4	1.67	13.5
					72 FTP	4.60	77.5	511.3	1.73	13.7
		AFTER MTCE.			HOT TRANS	5.15	95.9	521.7	0.83	12.9
					HOT STAB	3.14	83.8	637.8	1.09	11.4
					72 FTP	4.11	89.6	582.2	0.96	12.1
061	74	FORD	LTD	400	HOT TRANS	4.30	47.5	595.2	3.07	13.0
					HOT STAB	2.68	41.0	664.0	2.04	12.0
					72 FTP	3.46	44.1	631.1	2.53	12.5
		AFTER MTCE.			HOT TRANS	3.73	50.1	592.8	2.63	13.0
					HOT STAB	2.32	30.2	681.4	1.72	12.1
					72 FTP	2.99	39.7	639.0	2.16	12.5
062	74	LINC	CONT	460	HOT TRANS	7.27	163.8	566.2	2.44	10.5
					HOT STAB	5.77	135.3	654.7	1.72	10.0
					72 FTP	6.49	148.9	612.4	2.07	10.2
		AFTER MTCE.			HOT TRANS	5.85	105.8	608.8	2.46	11.2
					HOT STAB	3.69	37.3	734.6	2.10	11.0
					72 FTP	4.73	70.1	674.4	2.27	11.1
063	74	MERC	MONT	302	HOT TRANS	5.84	63.7	516.5	3.19	14.0
					HOT STAB	4.76	64.3	553.3	2.06	13.3
					72 FTP	5.28	64.0	535.7	2.60	13.6
		AFTER MTCE.			HOT TRANS	5.51	60.4	508.5	3.06	14.3
					HOT STAB	4.55	50.9	567.8	2.31	13.4
					72 FTP	5.01	55.4	539.5	2.67	13.8

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
064	74	OLDS	CUTL	350	HOT TRANS	5.43	81.9	520.1	2.01	13.3
					HOT STAB	5.04	83.3	568.9	1.37	12.4
					72 FTP	5.23	82.6	545.6	1.67	12.8
		AFTER MTCE.			HOT TRANS	4.91	81.2	538.5	1.56	13.0
					HOT STAB	4.75	91.7	600.3	1.00	11.7
					72 FTP	4.83	86.7	570.7	1.27	12.3
065	74	OLDS	DELT	350	HOT TRANS	5.45	119.9	560.9	1.95	11.6
					HOT STAB	4.51	90.1	650.6	1.58	11.0
					72 FTP	4.96	104.4	607.6	1.76	11.3
		AFTER MTCE.			HOT TRANS	5.73	98.3	573.5	2.62	11.9
					HOT STAB	4.11	35.3	666.5	3.14	12.1
					72 FTP	4.88	65.5	622.0	2.89	12.0
066	74	OLDS	98	455	HOT TRANS	4.07	48.1	639.9	4.25	12.2
					HOT STAB	3.63	50.7	704.0	2.39	11.2
					72 FTP	3.84	49.5	673.3	3.28	11.6
		AFTER MTCE.			HOT TRANS	3.25	36.9	633.6	4.84	12.6
					HOT STAB	3.17	34.6	700.0	2.58	11.6
					72 FTP	3.20	35.7	668.2	3.66	12.1
067	74	PLYM	SATE	318	HOT TRANS	5.97	38.0	483.9	3.41	15.8
					HOT STAB	4.72	40.4	525.7	1.89	14.7
					72 FTP	5.31	39.2	505.7	2.62	15.2
		AFTER MTCE.			HOT TRANS	4.13	39.3	529.2	2.65	14.7
					HOT STAB	3.83	37.8	564.9	1.88	13.9
					72 FTP	3.97	38.5	547.8	2.25	14.3
068	74	PLYM	DUST	225	HOT TRANS	3.67	51.5	390.2	3.30	18.4
					HOT STAB	3.06	59.0	395.7	1.92	17.8
					72 FTP	3.35	55.4	393.0	2.58	18.1
		AFTER MTCE.			HOT TRANS	4.61	48.7	403.6	2.50	17.9
					HOT STAB	2.27	38.3	444.5	1.81	17.3
					72 FTP	3.39	43.3	425.0	2.14	17.6

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	GRAMS PER MILE HC	CO	CO2	NOXC	MPG FUEL ECON
069	74	PONT	BONN	400	HOT TRANS	4.55	45.3	577.7	2.89	13.4
					HOT STAB	4.65	71.0	633.4	1.41	11.7
					72 FTP	4.60	58.7	606.8	2.12	12.4
		AFTER MTCE.			HOT TRANS	4.56	23.0	597.9	2.95	13.7
					HOT STAB	4.79	22.0	670.8	1.76	12.3
					72 FTP	4.68	22.5	635.9	2.33	12.9
070	74	PONT	LEMA	350	HOT TRANS	5.62	77.5	546.4	2.89	12.9
					HOT STAB	5.38	100.7	605.2	1.69	11.4
					72 FTP	5.49	89.6	577.0	2.26	12.1
		AFTER MTCE.			HOT TRANS	5.26	46.2	570.1	3.84	13.5
					HOT STAB	4.28	44.0	656.5	2.25	12.0
					72 FTP	4.75	45.0	615.1	3.01	12.7
071	74	DATS	610	119	HOT TRANS	3.97	63.6	285.2	0.86	22.3
					HOT STAB	4.52	43.4	329.1	0.67	21.6
					72 FTP	4.26	53.1	308.1	0.76	21.9
		AFTER MTCE.			HOT TRANS	5.01	64.1	288.3	0.94	21.9
					HOT STAB	4.78	48.5	333.9	0.78	20.9
					72 FTP	4.89	56.0	312.1	0.86	21.4
072	74	MAZD	RX3	70	HOT TRANS	8.96	83.8	402.3	0.80	15.8
					HOT STAB	8.08	80.0	467.6	0.36	14.3
					72 FTP	8.50	81.8	436.4	0.57	15.0
		AFTER MTCE.			HOT TRANS	7.57	66.6	443.6	0.72	15.5
					HOT STAB	7.94	71.8	490.5	0.35	14.1
					72 FTP	7.76	69.3	468.1	0.52	14.8
073	74	TOYO	CELI	97	HOT TRANS	3.13	28.2	333.5	2.26	22.9
					HOT STAB	3.48	57.7	335.7	1.34	20.3
					72 FTP	3.31	43.6	334.7	1.78	21.5
		AFTER MTCE.			HOT TRANS	3.39	21.8	338.2	2.25	23.2
					HOT STAB	3.46	39.3	352.2	1.40	20.9
					72 FTP	3.43	30.9	345.5	1.81	21.9

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	GRAMS PER MILE HC	CO	CO2	NOXC	MPG FUEL ECON
074	74	VOLK	SEDA	97	HOT TRANS	4.16	59.6	226.7	1.99	26.6
					HOT STAB	6.28	70.5	249.8	1.09	23.3
					72 FTP	5.27	65.3	238.7	1.52	24.8
		AFTER MTCE.			HOT TRANS	4.07	50.3	236.5	2.12	27.0
					HOT STAB	4.17	49.5	258.2	1.11	25.4
					72 FTP	4.12	49.9	247.8	1.60	26.2
075	74	VOLK	SEDA	97	HOT TRANS	3.66	56.6	227.9	1.54	27.0
					HOT STAB	4.10	60.4	243.9	0.98	25.2
					72 FTP	3.89	58.6	236.2	1.25	26.1
		AFTER MTCE.			HOT TRANS	3.60	38.1	235.1	2.09	29.0
					HOT STAB	4.40	33.6	268.0	1.43	26.5
					72 FTP	4.02	35.8	252.3	1.75	27.6
352	74	CHRY	NEWP	400	HOT TRANS	6.27	109.1	583.5	2.52	11.5
					HOT STAB	5.99	125.3	628.8	1.98	10.5
					72 FTP	6.12	117.5	607.1	2.24	10.9
		AFTER MTCE.			HOT TRANS	3.72	67.2	610.3	2.37	12.2
					HOT STAB	3.01	49.4	707.1	1.85	11.2
					72 FTP	3.35	57.9	660.7	2.10	11.6
354	74	FORD	ELIT	351	HOT TRANS	7.84	103.2	486.9	1.73	13.2
					HOT STAB	5.91	116.1	542.0	1.32	11.9
					72 FTP	6.83	109.9	515.6	1.51	12.5
		AFTER MTCE.			HOT TRANS	7.84	64.1	488.7	2.53	14.4
					HOT STAB	4.88	46.4	551.4	1.79	13.9
					72 FTP	6.30	54.9	521.4	2.15	14.1
721	74	AMMO	GREM	232	HOT TRANS	5.99	58.6	363.1	1.96	18.7
					HOT STAB	6.59	86.7	405.3	1.03	15.8
					72 FTP	6.30	73.3	385.1	1.47	17.1
		AFTER MTCE.			HOT TRANS	4.65	53.5	358.5	2.22	19.4
					HOT STAB	4.84	64.7	420.2	1.28	16.5
					72 FTP	4.75	59.3	390.7	1.73	17.8

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
724	74	BUIC	APOL	350	HOT TRANS	6.36	104.5	480.7	1.74	13.3
					HOT STAB	6.82	159.7	494.8	0.70	11.6
					72 FTP	6.60	133.3	488.1	1.20	12.4
		AFTER MTCE.			HOT TRANS	3.77	38.1	581.8	2.00	13.6
					HOT STAB	3.08	26.0	650.0	1.36	12.7
					72 FTP	3.41	31.8	617.4	1.66	13.1
728	74	CHEV	VEGA	140	HOT TRANS	3.99	87.6	289.2	0.91	20.2
					HOT STAB	3.75	95.6	285.0	0.48	19.9
					72 FTP	3.86	91.7	287.0	0.69	20.0
		AFTER MTCE.			HOT TRANS	3.39	54.4	319.9	1.41	21.3
					HOT STAB	2.73	43.9	333.1	1.04	21.6
					72 FTP	3.05	48.9	326.7	1.22	21.5
731	74	CHEV	NOVA	350	HOT TRANS	5.90	71.7	463.5	1.03	14.9
					HOT STAB	4.43	69.2	501.7	0.48	14.2
					72 FTP	5.13	70.4	483.5	0.74	14.5
		AFTER MTCE.			HOT TRANS	4.92	69.8	496.9	0.96	14.3
					HOT STAB	4.29	62.3	564.1	0.55	13.1
					72 FTP	4.59	65.9	531.9	0.74	13.7
732	74	CHEV	NOVA	350	HOT TRANS	11.01	84.8	506.9	2.43	13.1
					HOT STAB	18.72	171.3	469.4	0.59	11.1
					72 FTP	15.03	129.9	487.3	1.47	12.0
		AFTER MTCE.			HOT TRANS	13.62	137.7	615.3	2.28	10.1
					HOT STAB	12.37	188.0	551.1	0.51	10.0
					72 FTP	12.97	163.9	581.8	1.36	10.1
741	74	FORD	PINT	122	HOT TRANS	3.88	46.0	258.2	1.88	25.9
					HOT STAB	4.58	46.3	283.9	1.17	23.9
					72 FTP	4.25	46.1	271.6	1.51	24.8
		AFTER MTCE.			HOT TRANS	4.10	50.2	293.7	1.25	23.0
					HOT STAB	4.31	44.6	316.2	0.87	22.2
					72 FTP	4.21	47.3	305.4	1.05	22.6

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
743	74	FORD	PINT	140	HOT TRANS	6.08	102.3	253.3	0.48	20.5
					HOT STAB	6.67	124.9	267.4	0.28	18.3
					72 FTP	6.39	114.1	260.7	0.37	19.3
		AFTER MTCE.			HOT TRANS	5.55	94.4	270.8	0.56	20.3
					HOT STAB	5.71	96.0	303.5	0.33	18.8
					72 FTP	5.63	95.3	287.8	0.44	19.5
744	74	FORD	PINT	140	HOT TRANS	4.67	85.2	259.3	0.84	21.8
					HOT STAB	5.57	106.6	270.3	0.50	19.5
					72 FTP	5.14	96.3	265.0	0.66	20.5
		AFTER MTCE.			HOT TRANS	3.73	76.9	335.5	0.80	19.0
					HOT STAB	3.51	82.5	386.1	0.53	16.8
					72 FTP	3.62	79.8	361.9	0.66	17.8
748	74	FORD	MAVE	302	HOT TRANS	7.08	23.0	426.2	5.70	18.3
					HOT STAB	5.13	42.5	456.9	2.25	16.4
					72 FTP	6.06	33.1	442.2	3.90	17.3
		AFTER MTCE.			HOT TRANS	3.88	16.6	442.6	3.78	18.5
					HOT STAB	2.96	25.9	493.9	1.89	16.3
					72 FTP	3.40	21.4	469.4	2.79	17.3
753	74	FORD	STAW	400	HOT TRANS	5.52	105.6	637.4	1.54	10.8
					HOT STAB	5.63	105.8	713.5	1.23	9.9
					72 FTP	5.58	105.7	677.0	1.38	10.3
		AFTER MTCE.			HOT TRANS	5.44	85.2	644.3	1.63	11.2
					HOT STAB	3.99	58.7	754.0	1.43	10.3
					72 FTP	4.68	71.4	701.5	1.52	10.7
757	74	OLDS	CUTL	350	HOT TRANS	4.61	56.0	546.0	2.68	13.7
					HOT STAB	4.85	84.9	587.4	1.45	12.1
					72 FTP	4.74	71.1	567.6	2.04	12.8
		AFTER MTCE.			HOT TRANS	4.01	55.4	618.3	1.98	12.4
					HOT STAB	3.46	36.3	712.5	1.48	11.4
					72 FTP	3.72	45.4	667.4	1.71	11.8

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
758	74	OLDS	CUTL	350	HOT TRANS	5.36	55.8	540.0	1.56	13.8
					HOT STAB	5.26	32.0	616.5	1.33	13.0
					72 FTP	5.30	43.4	579.9	1.44	13.3
		AFTER MTCE.			HOT TRANS	5.33	63.9	567.6	1.40	13.0
					HOT STAB	6.44	25.7	631.6	1.22	12.8
					72 FTP	5.91	44.0	600.9	1.30	12.9
760	74	PLYM	DUST	225	HOT TRANS	4.23	73.5	369.0	3.16	17.8
					HOT STAB	3.78	71.5	373.3	2.19	17.8
					72 FTP	4.00	72.4	371.2	2.66	17.8
		AFTER MTCE.			HOT TRANS	3.85	52.8	379.1	2.74	18.7
					HOT STAB	2.62	35.9	403.6	2.16	19.0
					72 FTP	3.21	44.0	391.8	2.44	18.8
761	74	PLYM	DUST	318	HOT TRANS	4.68	41.4	471.8	6.47	16.1
					HOT STAB	4.15	79.4	492.3	3.84	14.1
					72 FTP	4.40	61.2	482.5	5.10	15.0
		AFTER MTCE.			HOT TRANS	3.92	53.0	496.3	2.05	15.0
					HOT STAB	2.78	52.4	550.4	1.12	13.8
					72 FTP	3.32	52.7	524.5	1.57	14.4
762	74	PLYM	FRY3	360	HOT TRANS	6.25	103.5	539.0	2.91	12.3
					HOT STAB	6.18	121.5	563.3	1.75	11.5
					72 FTP	6.21	112.9	551.6	2.31	11.9
		AFTER MTCE.			HOT TRANS	5.29	67.1	565.6	2.86	12.9
					HOT STAB	5.52	71.2	627.9	1.94	11.7
					72 FTP	5.41	69.2	598.1	2.38	12.3
765	74	PONT	LEMA	350	HOT TRANS	6.64	89.5	517.8	3.14	13.1
					HOT STAB	6.33	112.5	567.7	1.68	11.6
					72 FTP	6.48	101.5	543.8	2.38	12.3
		AFTER MTCE.			HOT TRANS	6.80	45.3	553.3	3.97	13.7
					HOT STAB	5.48	34.9	633.5	2.29	12.6
					72 FTP	6.11	39.9	595.1	3.09	13.1

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
770	74	COLT	SEDA	98	HOT	TRANS	2.77	47.6	246.4	2.86	26.9
					HOT	STAB	3.42	58.1	264.8	1.98	24.2
					72	FTP	3.11	53.1	256.0	2.40	25.4
		AFTER MTCE.			HOT	TRANS	2.88	47.5	248.5	1.43	26.7
					HOT	STAB	3.11	57.0	278.7	0.90	23.5
					72	FTP	3.00	52.5	264.2	1.15	24.9
774	74	FIAT	128	79	HOT	TRANS	4.82	80.9	256.0	1.03	22.3
					HOT	STAB	3.99	77.0	300.6	0.53	20.4
					72	FTP	4.39	78.8	279.2	0.77	21.3
		AFTER MTCE.			HOT	TRANS	6.47	62.5	394.5	0.92	17.3
					HOT	STAB	9.71	98.6	510.8	0.66	12.7
					72	FTP	8.16	81.3	455.2	0.78	14.6
776	74	TOYO	CORO	120	HOT	TRANS	3.93	28.8	314.7	3.54	23.8
					HOT	STAB	3.17	46.7	338.1	2.03	21.1
					72	FTP	3.53	38.1	326.9	2.75	22.3
		AFTER MTCE.			HOT	TRANS	2.71	29.5	329.1	2.59	23.1
					HOT	STAB	3.03	51.2	345.9	1.50	20.4
					72	FTP	2.87	40.8	337.9	2.03	21.6
777	74	TOYO	CORO	97	HOT	TRANS	3.87	55.1	260.0	2.11	24.7
					HOT	STAB	5.63	89.7	276.8	0.78	20.4
					72	FTP	4.79	73.1	268.8	1.42	22.3
		AFTER MTCE.			HOT	TRANS	2.98	39.2	256.3	2.60	27.1
					HOT	STAB	3.51	56.1	273.0	1.36	23.8
					72	FTP	3.25	48.0	265.0	1.96	25.3
780	74	VOLV	142	121	HOT	TRANS	3.08	61.2	299.2	1.78	21.9
					HOT	STAB	2.95	67.0	334.4	1.08	19.8
					72	FTP	3.01	64.2	317.5	1.42	20.7
		AFTER MTCE.			HOT	TRANS	2.76	36.6	287.0	2.16	25.1
					HOT	STAB	3.07	31.3	336.2	1.36	22.5
					72	FTP	2.92	33.9	312.6	1.74	23.7

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
101	73	AMMO	HORN	232	HOT	TRANS	3.02	26.5	381.3	7.07	20.5
					HOT	STAB	3.03	44.3	374.7	5.12	19.6
					72	FTP	3.02	35.8	377.9	6.05	20.0
		AFTER MTCE.			HOT	TRANS	3.38	26.7	406.6	2.89	19.3
					HOT	STAB	2.27	30.3	438.6	1.98	18.0
					72	FTP	2.80	28.6	423.3	2.42	18.6
102	73	BUIC	ELEC	455	HOT	TRANS	3.65	70.7	629.0	1.73	11.8
					HOT	STAB	4.23	77.5	703.5	1.13	10.6
					72	FTP	3.95	74.3	667.9	1.41	11.1
		AFTER MTCE.			HOT	TRANS	2.94	55.4	629.6	2.15	12.2
					HOT	STAB	2.92	62.2	718.4	1.27	10.8
					72	FTP	2.93	59.0	675.9	1.69	11.4
103	73	CADI	DEVI	472	HOT	TRANS	4.46	107.6	704.0	1.56	10.0
					HOT	STAB	2.85	78.7	757.0	1.29	10.0
					72	FTP	3.62	92.6	731.7	1.42	10.0
		AFTER MTCE.			HOT	TRANS	8.71	75.0	705.1	2.23	10.4
					HOT	STAB	2.81	48.3	783.6	1.79	10.2
					72	FTP	5.64	61.1	746.0	2.00	10.3
104	73	CHEV	VEGA	140	HOT	TRANS	4.46	54.9	276.7	1.98	23.5
					HOT	STAB	5.88	87.9	332.3	0.85	18.1
					72	FTP	5.20	72.1	305.7	1.39	20.4
		AFTER MTCE.			HOT	TRANS	4.48	50.3	276.1	1.79	24.0
					HOT	STAB	5.25	79.5	337.8	0.74	18.5
					72	FTP	4.88	65.5	308.3	1.24	20.8
105	73	CHEV	MALI	350	HOT	TRANS	3.72	72.2	472.8	1.60	14.8
					HOT	STAB	3.15	58.7	521.7	1.04	14.2
					72	FTP	3.42	65.2	498.3	1.31	14.5
		AFTER MTCE.			HOT	TRANS	3.17	62.0	505.4	1.24	14.5
					HOT	STAB	2.46	49.4	569.4	0.89	13.6
					72	FTP	2.80	55.4	538.8	1.06	14.0

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST	TYPE	HC	CO	CO2	NOXC	ECON
106	73	CHEV	NOVA	350	HOT	TRANS	4.15	95.3	458.8	1.14	14.3
					HOT	STAB	2.67	65.2	517.5	0.84	14.1
					72	FTP	3.38	79.6	489.4	0.98	14.2
		AFTER MTCE.			HOT	TRANS	2.64	58.5	511.7	1.45	14.5
					HOT	STAB	2.33	67.7	598.2	0.82	12.5
					72	FTP	2.48	63.3	556.8	1.12	13.4
107	73	CHEV	IMPA	350	HOT	TRANS	4.70	56.0	470.5	3.30	15.5
					HOT	STAB	4.06	35.3	535.6	2.78	14.7
					72	FTP	4.37	45.2	504.5	3.03	15.1
		AFTER MTCE.			HOT	TRANS	4.09	54.2	536.7	2.75	14.0
					HOT	STAB	2.99	28.9	605.3	1.90	13.4
					72	FTP	3.52	41.0	572.5	2.31	13.7
108	73	CHEV	IMPA	350	HOT	TRANS	3.25	79.0	555.4	1.23	12.9
					HOT	STAB	2.47	67.9	606.6	0.96	12.3
					72	FTP	2.84	73.2	582.1	1.09	12.6
		AFTER MTCE.			HOT	TRANS	3.59	59.8	527.9	1.81	14.0
					HOT	STAB	3.06	39.0	588.5	1.40	13.5
					72	FTP	3.31	48.9	559.5	1.60	13.7
109	73	CHEV	IMPA	400	HOT	TRANS	2.70	62.7	598.3	2.11	12.6
					HOT	STAB	2.49	62.5	685.1	1.43	11.2
					72	FTP	2.59	62.6	643.6	1.75	11.8
		AFTER MTCE.			HOT	TRANS	2.45	58.4	601.1	1.82	12.7
					HOT	STAB	2.20	45.5	680.3	1.32	11.7
					72	FTP	2.32	51.7	642.4	1.56	12.1
110	73	DODG	DART	225	HOT	TRANS	4.63	103.6	301.3	3.42	18.5
					HOT	STAB	4.34	102.1	299.9	1.96	18.7
					72	FTP	4.48	102.8	300.6	2.66	18.6
		AFTER MTCE.			HOT	TRANS	3.33	65.1	343.9	4.64	19.4
					HOT	STAB	2.70	38.4	361.3	2.64	20.6
					72	FTP	3.00	51.2	353.0	3.60	20.0

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST	TYPE	HC	CO	CO2	NOXC	ECON
111	73	FORD	PINT	122	HOT	TRANS	2.79	58.2	274.5	2.35	23.7
					HOT	STAB	2.80	68.9	277.8	1.58	22.5
					72	FTP	2.80	63.8	276.2	1.95	23.0
		AFTER MTCE.			HOT	TRANS	2.59	27.1	299.2	3.59	25.4
					HOT	STAB	2.52	39.3	281.7	2.01	25.3
					72	FTP	2.56	33.4	290.1	2.77	25.3
112	73	FORD	TORI	351	HOT	TRANS	6.24	94.3	528.6	1.03	12.7
					HOT	STAB	4.19	98.4	562.6	0.76	12.1
					72	FTP	5.17	96.5	546.3	0.89	12.4
		AFTER MTCE.			HOT	TRANS	4.42	70.1	619.9	1.64	11.9
					HOT	STAB	3.33	55.8	731.3	1.53	10.7
					72	FTP	3.85	62.6	677.9	1.58	11.3
113	73	FORD	MAVE	302	HOT	TRANS	5.36	83.8	403.1	1.09	16.1
					HOT	STAB	4.66	109.3	438.2	0.55	14.2
					72	FTP	5.00	97.1	421.4	0.81	15.0
		AFTER MTCE.			HOT	TRANS	5.91	57.2	466.9	1.06	15.4
					HOT	STAB	3.78	61.5	529.2	0.75	13.9
					72	FTP	4.80	59.4	499.4	0.90	14.6
114	73	FORD	CUST	351	HOT	TRANS	9.00	172.1	426.5	2.24	12.2
					HOT	STAB	8.87	193.0	458.2	1.21	11.2
					72	FTP	8.94	183.0	443.0	1.70	11.7
		AFTER MTCE.			HOT	TRANS	6.60	124.5	486.1	1.96	12.6
					HOT	STAB	5.32	68.7	579.1	2.32	12.6
					72	FTP	5.93	95.4	534.6	2.15	12.6
115	73	FORD	LTD	400	HOT	TRANS	4.06	89.8	535.5	3.86	12.9
					HOT	STAB	4.00	121.0	581.1	1.96	11.3
					72	FTP	4.03	106.0	559.3	2.87	12.0
		AFTER MTCE.			HOT	TRANS	3.58	61.1	556.0	4.17	13.4
					HOT	STAB	2.78	45.1	640.2	2.44	12.3
					72	FTP	3.16	52.8	599.9	3.27	12.8

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	GRAMS PER MILE HC	GRAMS PER MILE CO	GRAMS PER MILE CO2	GRAMS PER MILE NOXC	MPG FUEL ECON
116	73	MERC	MONR	400	HOT	TRANS	4.84	75.6	537.7	2.04	13.2
					HOT	STAB	4.12	69.9	597.2	2.38	12.3
					72	FTP	4.46	72.6	568.7	2.21	12.7
		AFTER MTCE.			HOT	TRANS	4.26	58.1	541.8	2.76	13.7
					HOT	STAB	3.99	48.6	612.3	3.06	12.7
					72	FTP	4.12	53.1	578.5	2.91	13.1
117	73	OLDS	98	455	HOT	TRANS	3.03	53.8	699.7	2.05	11.2
					HOT	STAB	2.15	31.8	815.2	1.69	10.2
					72	FTP	2.57	42.3	759.9	1.87	10.6
		AFTER MTCE.			HOT	TRANS	3.68	42.4	672.2	2.19	11.8
					HOT	STAB	3.00	42.3	735.7	1.44	10.9
					72	FTP	3.33	42.4	705.3	1.80	11.3
118	73	OLDS	CUTL	350	HOT	TRANS	4.52	77.1	571.4	1.54	12.6
					HOT	STAB	3.80	57.2	634.2	1.24	12.1
					72	FTP	4.14	66.8	604.1	1.39	12.3
		AFTER MTCE.			HOT	TRANS	4.43	56.0	555.9	2.33	13.5
					HOT	STAB	3.61	26.0	638.3	1.82	12.9
					72	FTP	4.00	40.4	598.9	2.07	13.1
119	73	PLYM	SATE	318	HOT	TRANS	4.58	102.8	454.9	2.36	14.1
					HOT	STAB	4.55	123.8	494.3	1.30	12.6
					72	FTP	4.56	113.7	475.4	1.81	13.3
		AFTER MTCE.			HOT	TRANS	3.54	56.5	484.9	2.96	15.2
					HOT	STAB	3.13	43.9	553.2	1.81	14.0
					72	FTP	3.32	49.9	520.5	2.36	14.6
120	73	PLYM	DUST	225	HOT	TRANS	3.06	43.9	364.7	6.04	20.0
					HOT	STAB	2.49	26.2	380.0	3.04	20.7
					72	FTP	2.76	34.7	372.7	4.47	20.4
		AFTER MTCE.			HOT	TRANS	2.96	43.5	379.0	4.29	19.4
					HOT	STAB	2.14	25.6	412.1	2.23	19.3
					72	FTP	2.53	34.2	396.2	3.22	19.4

APPENDIX K,CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	GRAMS PER MILE HC	CO	CO2	NOXC	MPG FUEL ECON
121	73	PONT	CATA	400	HOT TRANS	4.57	30.9	586.7	6.82	13.7
					HOT STAB	4.85	41.1	650.2	2.92	12.2
					72 FTP	4.71	36.2	619.8	4.79	12.8
	AFTER MTCE.				HOT TRANS	5.19	23.6	598.3	7.10	13.6
					HOT STAB	4.87	15.6	688.9	3.26	12.2
					72 FTP	5.02	19.4	645.5	5.10	12.8
122	73	PONT	LEMA	350	HOT TRANS	4.93	52.0	554.2	3.54	13.6
					HOT STAB	4.55	56.6	638.0	1.90	12.0
					72 FTP	4.73	54.4	597.9	2.69	12.7
	AFTER MTCE.				HOT TRANS	4.50	27.3	566.8	3.84	14.2
					HOT STAB	3.84	21.5	652.0	2.20	12.7
					72 FTP	4.16	24.3	611.2	2.99	13.4
123	73	DATS	TRUC	97	HOT TRANS	7.56	44.2	303.9	1.51	22.3
					HOT STAB	6.93	42.0	346.9	0.97	20.4
					72 FTP	7.23	43.0	326.3	1.23	21.3
	AFTER MTCE.				HOT TRANS	7.77	54.6	303.8	1.03	21.4
					HOT STAB	8.00	54.7	353.7	0.83	19.1
					72 FTP	7.89	54.6	329.8	0.93	20.1
124	73	OPEL	MANT	116	HOT TRANS	4.96	77.9	255.4	1.25	22.6
					HOT STAB	6.00	97.9	275.1	0.73	19.8
					72 FTP	5.50	88.3	265.7	0.98	21.0
	AFTER MTCE.				HOT TRANS	3.33	59.8	279.4	1.42	23.1
					HOT STAB	3.70	70.4	306.4	0.71	20.7
					72 FTP	3.52	65.3	293.5	1.05	21.8
125	73	TOYO	CORO	97	HOT TRANS	3.06	46.5	283.0	1.38	24.3
					HOT STAB	2.04	43.0	360.1	0.73	20.4
					72 FTP	2.53	44.6	323.2	1.04	22.1
	AFTER MTCE.				HOT TRANS	2.72	30.9	268.8	2.14	27.2
					HOT STAB	2.23	21.3	325.3	1.20	24.3
					72 FTP	2.46	25.9	298.2	1.65	25.6

APPENDIX K,CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	GRAMS PER MILE				MPG FUEL ECON
							HC	CO	CO2	NOXC	
126	73	VOLK	KOMB	103	HOT	TRANS	2.38	44.7	371.9	2.45	19.7
					HOT	STAB	1.70	43.6	475.6	1.62	16.1
					72	FTP	2.03	44.2	426.0	2.02	17.7
		AFTER MTCE.			HOT	TRANS	2.30	35.6	364.3	2.09	20.8
					HOT	STAB	1.43	23.3	461.2	1.37	17.7
					72	FTP	1.84	29.2	414.8	1.72	19.0
127	73	VOLK	SEDA	97	HOT	TRANS	3.43	54.6	248.1	2.13	25.7
					HOT	STAB	3.97	66.2	278.9	1.22	22.4
					72	FTP	3.71	60.7	264.1	1.66	23.9
		AFTER MTCE.			HOT	TRANS	3.91	47.1	238.1	2.25	27.3
					HOT	STAB	3.87	55.0	269.0	1.26	24.1
					72	FTP	3.89	51.2	254.2	1.73	25.6
375	73	DODG	CHAR	318	HOT	TRANS	4.18	78.2	443.5	2.39	15.3
					HOT	STAB	3.97	91.2	462.0	1.31	14.4
					72	FTP	4.07	85.0	453.2	1.83	14.8
		AFTER MTCE.			HOT	TRANS	3.92	66.6	485.7	2.04	14.7
					HOT	STAB	3.00	65.3	533.7	1.20	13.7
					72	FTP	3.44	65.9	510.7	1.60	14.2
377	73	FORD	PINT	122	HOT	TRANS	5.31	79.8	304.6	1.38	19.9
					HOT	STAB	4.87	90.4	340.4	1.09	17.8
					72	FTP	5.08	85.3	323.3	1.23	18.7
		AFTER MTCE.			HOT	TRANS	4.17	49.7	270.9	2.54	24.5
					HOT	STAB	4.00	51.6	304.8	1.53	22.3
					72	FTP	4.08	50.7	288.6	2.02	23.3
380	73	FORD	THND	460	HOT	TRANS	7.75	156.0	553.1	1.16	10.8
					HOT	STAB	8.30	181.5	544.2	0.58	10.4
					72	FTP	8.04	169.3	548.5	0.86	10.6
		AFTER MTCE.			HOT	TRANS	6.04	101.1	638.8	1.51	10.9
					HOT	STAB	4.60	65.2	751.9	1.04	10.2
					72	FTP	5.29	82.4	697.7	1.27	10.5

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
782	73	AMMO	HORN	304	HOT	TRANS	7.78	124.2	519.2	1.28	12.0
					HOT	STAB	8.27	141.9	563.0	0.93	10.9
					72	FTP	8.03	133.4	542.0	1.10	11.4
		AFTER MTCE.			HOT	TRANS	3.79	38.0	494.2	3.48	15.7
					HOT	STAB	3.23	29.7	549.1	2.44	14.6
					72	FTP	3.50	33.7	522.8	2.94	15.1
788	73	CADI	DEVI	472	HOT	TRANS	8.92	107.1	614.7	2.18	10.9
					HOT	STAB	9.12	126.0	629.0	1.35	10.4
					72	FTP	9.02	117.0	622.1	1.75	10.6
		AFTER MTCE.			HOT	TRANS	9.18	95.5	629.9	2.17	11.0
					HOT	STAB	11.85	112.1	652.6	1.22	10.2
					72	FTP	10.57	104.1	641.8	1.67	10.6
790	73	CHEV	VEGA	140	HOT	TRANS	8.04	77.1	260.1	1.46	21.8
					HOT	STAB	12.26	92.3	282.8	0.85	19.0
					72	FTP	10.24	85.0	272.0	1.14	20.3
		AFTER MTCE.			HOT	TRANS	4.65	52.0	283.6	1.66	23.4
					HOT	STAB	4.26	58.8	379.5	1.00	18.3
					72	FTP	4.45	55.5	333.6	1.32	20.4
791	73	CHEV	VEGA	140	HOT	TRANS	4.41	74.2	299.3	1.64	20.6
					HOT	STAB	3.10	88.8	283.1	0.98	20.5
					72	FTP	3.73	81.8	290.9	1.29	20.6
		AFTER MTCE.			HOT	TRANS	3.44	60.1	317.6	1.91	21.0
					HOT	STAB	2.77	66.8	300.8	1.14	21.4
					72	FTP	3.09	63.6	308.8	1.51	21.2
795	73	CHEV	NOVA	307	HOT	TRANS	7.32	70.3	386.3	1.77	17.1
					HOT	STAB	7.84	43.6	436.1	1.66	16.8
					72	FTP	7.59	56.4	412.3	1.71	16.9
		AFTER MTCE.			HOT	TRANS	2.90	63.4	507.0	1.03	14.4
					HOT	STAB	2.29	45.4	554.4	0.94	14.0
					72	FTP	2.58	54.0	531.7	0.98	14.2

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
808	73	CHEV	STAW	454	HOT	TRANS	12.10	147.3	638.4	1.51	9.8
					HOT	STAB	7.54	108.1	734.2	1.14	9.6
					72	FTP	9.72	126.9	688.4	1.31	9.7
		AFTER MTCE.			HOT	TRANS	5.39	101.9	611.4	2.43	11.3
					HOT	STAB	6.24	86.8	687.9	1.39	10.5
					72	FTF	5.83	94.0	651.3	1.89	10.9
809	73	CHRY	NEWP	400	HOT	TRANS	6.64	126.2	483.3	2.71	12.6
					HOT	STAB	6.29	115.3	546.3	1.61	11.9
					72	FTP	6.46	120.5	516.2	2.13	12.2
		AFTER MTCE.			HOT	TRANS	5.66	103.6	525.8	2.15	12.6
					HOT	STAB	4.31	63.6	640.9	1.19	11.8
					72	FTP	4.95	82.8	585.8	1.65	12.1
810	73	CHRY	NEWY	440	HOT	TRANS	4.23	37.2	586.6	3.79	13.5
					HOT	STAB	3.76	34.3	677.1	1.81	11.9
					72	FTP	3.98	35.7	633.8	2.76	12.6
		AFTER MTCE.			HOT	TRANS	2.78	37.4	706.8	2.47	11.5
					HOT	STAB	2.04	35.2	842.2	1.47	9.8
					72	FTP	2.40	36.3	777.4	1.95	10.5
811	73	DODG	DART	225	HOT	TRANS	4.48	99.1	314.9	1.35	18.3
					HOT	STAB	4.12	93.8	348.2	0.76	17.4
					72	FTP	4.29	96.4	332.3	1.04	17.8
		AFTER MTCE.			HOT	TRANS	4.17	81.2	337.9	1.42	18.5
					HOT	STAB	2.89	52.1	401.7	1.06	18.0
					72	FTP	3.50	66.0	371.2	1.23	18.3
812	73	DODG	DART	318	HOT	TRANS	3.58	59.2	407.6	2.03	17.3
					HOT	STAB	3.83	91.5	438.2	1.12	14.9
					72	FTP	3.71	76.1	423.6	1.55	16.0
		AFTER MTCE.			HOT	TRANS	2.68	28.0	432.8	2.08	18.3
					HOT	STAB	2.35	26.5	494.0	1.28	16.3
					72	FTP	2.51	27.2	464.7	1.66	17.2

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH							GRAMS PER MILE				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST	TYPE	HC	CO	CO2	NOXC	ECON
813	73	DODG	CHAR	400	HOT	TRANS	20.12	140.0	513.9	1.38	11.1
					HOT	STAB	20.77	131.2	637.7	0.86	9.8
					72	FTP	20.46	135.4	578.4	1.11	10.4
		AFTER MTCE.			HOT	TRANS	16.55	134.9	570.7	1.19	10.6
					HOT	STAB	21.24	142.6	728.4	0.80	8.7
					72	FTP	19.00	138.9	652.9	0.98	9.5
814	73	DODG	DART	318	HOT	TRANS	5.33	100.8	402.2	1.26	15.4
					HOT	STAB	5.39	128.9	437.5	0.76	13.5
					72	FTP	5.36	115.4	420.6	1.00	14.3
		AFTER MTCE.			HOT	TRANS	4.01	57.6	437.8	1.62	16.4
					HOT	STAB	3.31	40.1	491.5	1.17	15.7
					72	FTP	3.65	48.5	465.8	1.39	16.0
820	73	FORD	MAVE	250	HOT	TRANS	3.69	98.2	357.5	1.72	17.0
					HOT	STAB	4.03	119.6	381.6	0.67	15.2
					72	FTP	3.87	109.3	370.1	1.17	16.0
		AFTER MTCE.			HOT	TRANS	4.06	74.3	373.0	2.22	17.7
					HOT	STAB	3.33	69.5	416.8	1.00	16.5
					72	FTP	3.68	71.8	395.8	1.59	17.1
821	73	FORD	MAVE	302	HOT	TRANS	5.16	70.8	455.8	1.95	15.2
					HOT	STAB	5.09	100.2	481.8	0.84	13.5
					72	FTP	5.12	86.2	469.3	1.37	14.3
		AFTER MTCE.			HOT	TRANS	4.29	31.7	500.8	2.83	15.7
					HOT	STAB	3.89	32.4	535.6	1.38	14.8
					72	FTP	4.08	32.1	519.0	2.07	15.2
822	73	FORD	MAVE	250	HOT	TRANS	3.50	45.7	374.1	4.31	19.4
					HOT	STAB	3.16	37.2	394.0	2.77	19.2
					72	FTP	3.32	41.3	384.5	3.51	19.3
		AFTER MTCE.			HOT	TRANS	3.23	40.4	389.4	2.25	19.2
					HOT	STAB	3.34	44.8	457.1	1.88	16.5
					72	FTP	3.29	42.7	424.7	2.06	17.7

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	GRAMS PER MILE HC	GRAMS PER MILE CO	GRAMS PER MILE CO2	GRAMS PER MILE NOXC	MPG FUEL ECON
823	73	FORD	MUST	302	HOT	TRANS	8.18	109.3	427.0	2.10	14.2
					HOT	STAB	10.14	112.9	449.8	1.22	13.5
					72	FTP	9.20	111.2	438.9	1.64	13.8
		AFTER MTCE.			HOT	TRANS	8.21	123.8	446.3	0.81	13.3
					HOT	STAB	10.43	109.3	526.3	0.43	12.1
					72	FTP	9.37	116.3	488.0	0.61	12.7
824	73	FORD	MAVE	302	HOT	TRANS	5.02	86.0	467.7	1.43	14.3
					HOT	STAB	4.49	97.7	507.4	0.70	13.1
					72	FTP	4.74	92.1	488.4	1.05	13.7
		AFTER MTCE.			HOT	TRANS	5.45	69.5	509.7	1.19	13.9
					HOT	STAB	4.32	67.5	590.9	0.75	12.5
					72	FTP	4.86	68.5	552.0	0.96	13.1
826	73	FORD	LTD	429	HOT	TRANS	7.26	175.9	617.5	1.96	9.7
					HOT	STAB	5.89	157.1	680.6	1.02	9.4
					72	FTP	6.54	166.1	650.4	1.47	9.5
		AFTER MTCE.			HOT	TRANS	8.07	103.1	626.6	2.45	10.9
					HOT	STAB	4.27	33.1	754.3	1.63	10.8
					72	FTP	6.09	66.6	693.2	2.02	10.9
828	73	FORD	TORI	351	HOT	TRANS	4.37	71.1	526.7	2.72	13.6
					HOT	STAB	4.86	109.1	569.5	1.16	11.7
					72	FTP	4.62	90.9	549.0	1.91	12.6
		AFTER MTCE.			HOT	TRANS	4.71	40.1	511.7	3.84	15.1
					HOT	STAB	3.81	35.8	584.3	1.97	13.6
					72	FTP	4.24	37.8	549.6	2.87	14.3
831	73	MERC	COME	250	HOT	TRANS	4.05	95.2	349.0	2.14	17.4
					HOT	STAB	3.61	108.9	383.7	0.76	15.7
					72	FTP	3.82	102.3	367.1	1.42	16.4
		AFTER MTCE.			HOT	TRANS	4.13	79.0	396.8	2.05	16.6
					HOT	STAB	2.67	72.4	465.3	0.89	15.1
					72	FTP	3.37	75.6	432.5	1.45	15.8

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
835	73	OLDS	CUTL	350	HOT TRANS	3.76	96.1	563.3	1.37	12.2
					HOT STAB	3.95	114.7	596.6	1.01	11.2
					72 FTP	3.86	105.8	580.7	1.18	11.7
		AFTER MTCE.			HOT TRANS	3.27	75.6	605.6	1.48	12.1
					HOT STAB	2.72	60.9	682.2	1.21	11.3
					72 FTP	2.98	67.9	645.5	1.34	11.7
837	73	OLDS	CUTL	350	HOT TRANS	5.62	54.7	495.3	3.10	14.8
					HOT STAB	4.23	41.8	569.3	1.46	13.7
					72 FTP	4.90	47.9	533.9	2.24	14.2
		AFTER MTCE.			HOT TRANS	4.84	57.1	545.9	2.61	13.6
					HOT STAB	3.55	37.1	631.7	1.50	12.7
					72 FTP	4.16	46.6	590.6	2.03	13.1
839	73	PLYM	DUST	225	HOT TRANS	3.90	58.7	353.1	4.92	19.4
					HOT STAB	3.22	47.3	360.6	2.94	19.9
					72 FTP	3.55	52.7	357.0	3.89	19.7
		AFTER MTCE.			HOT TRANS	4.63	57.6	351.4	2.56	19.4
					HOT STAB	2.82	34.6	390.8	2.07	19.5
					72 FTP	3.68	45.6	371.9	2.31	19.5
840	73	PLYM	DUST	318	HOT TRANS	5.71	82.6	393.1	1.47	16.4
					HOT STAB	6.24	112.5	431.2	0.73	14.1
					72 FTP	5.99	98.2	412.9	1.09	15.1
		AFTER MTCE.			HOT TRANS	4.20	53.3	429.8	1.54	16.8
					HOT STAB	3.43	41.5	496.6	0.81	15.5
					72 FTP	3.80	47.1	464.6	1.16	16.1
842	73	PLYM	SATE	318	HOT TRANS	6.88	173.8	377.1	0.66	13.2
					HOT STAB	6.93	182.3	422.5	0.51	12.1
					72 FTP	6.90	178.2	400.8	0.58	12.6
		AFTER MTCE.			HOT TRANS	6.19	146.0	399.1	0.85	13.7
					HOT STAB	6.05	136.8	473.2	0.72	12.5
					72 FTP	6.12	141.2	437.7	0.78	13.1

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST	TYPE	HC	CO	CO2	NOXC	ECON
843	73	PLYM	FRY3	360	HOT	TRANS	4.57	77.4	522.0	4.38	13.5
					HOT	STAB	3.78	88.3	593.3	2.12	11.9
					72	FTP	4.16	83.1	559.2	3.20	12.6
		AFTER MTCE.			HOT	TRANS	3.68	56.0	542.3	4.76	13.8
					HOT	STAB	2.44	36.6	629.9	2.53	12.8
					72	FTP	3.03	45.9	587.9	3.60	13.3
844	73	PONT	VENT	350	HOT	TRANS	6.78	55.8	472.5	4.24	15.3
					HOT	STAB	7.43	59.7	506.7	1.72	14.2
					72	FTP	7.12	57.8	490.3	2.93	14.7
		AFTER MTCE.			HOT	TRANS	6.31	50.0	481.1	3.12	15.3
					HOT	STAB	5.86	42.3	553.5	1.33	13.9
					72	FTP	6.07	45.9	518.9	2.19	14.5
845	73	PONT	LEMA	350	HOT	TRANS	6.14	109.9	532.3	2.48	12.3
					HOT	STAB	6.60	105.0	585.8	2.19	11.5
					72	FTP	6.38	107.3	560.2	2.33	11.8
		AFTER MTCE.			HOT	TRANS	6.23	44.3	517.9	2.97	14.6
					HOT	STAB	8.20	28.6	563.5	2.44	14.0
					72	FTP	7.26	36.1	541.7	2.70	14.3
846	73	PONT	LEMA	350	HOT	TRANS	6.92	85.9	511.6	3.20	13.3
					HOT	STAB	8.76	146.6	533.4	1.44	11.2
					72	FTP	7.88	117.6	522.9	2.28	12.1
		AFTER MTCE.			HOT	TRANS	5.06	43.2	525.8	3.68	14.6
					HOT	STAB	4.98	42.1	600.6	2.99	13.0
					72	FTP	5.02	42.6	564.8	3.32	13.7
849	73	PONT	STAW	400	HOT	TRANS	4.19	68.2	618.1	1.96	12.0
					HOT	STAB	4.55	77.9	679.3	1.27	10.9
					72	FTP	4.38	73.2	650.0	1.60	11.4
		AFTER MTCE.			HOT	TRANS	2.65	51.5	697.8	1.46	11.3
					HOT	STAB	2.06	31.0	807.0	1.16	10.3
					72	FTP	2.34	40.8	754.7	1.30	10.7

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
850	73	DATS	B610	108	HOT TRANS	5.43	44.5	282.3	2.48	24.0
					HOT STAB	6.43	53.1	303.4	1.56	21.8
					72 FTP	5.95	49.0	293.3	2.00	22.8
		AFTER MTCE.			HOT TRANS	4.08	41.5	307.8	1.89	23.0
					HOT STAB	3.64	38.1	340.8	0.93	21.5
					72 FTP	3.85	39.7	325.0	1.39	22.2
851	73	DATS	240Z	146	HOT TRANS	4.77	33.2	337.3	1.91	21.9
					HOT STAB	2.28	27.9	397.4	1.33	19.8
					72 FTP	3.47	30.4	368.6	1.61	20.8
		AFTER MTCE.			HOT TRANS	4.77	31.0	338.2	1.52	22.1
					HOT STAB	2.12	25.1	430.2	1.20	18.6
					72 FTP	3.39	27.9	386.2	1.35	20.1
852	73	HOND	CIVI	71	HOT TRANS	2.11	39.9	194.1	1.16	33.7
					HOT STAB	2.52	46.5	231.9	0.61	28.4
					72 FTP	2.33	43.3	213.8	0.87	30.7
		AFTER MTCE.			HOT TRANS	2.71	42.2	214.3	1.05	30.7
					HOT STAB	2.82	43.1	243.3	0.52	27.7
					72 FTP	2.77	42.7	229.4	0.77	29.1
855	73	MG	CONV	110	HOT TRANS	2.41	46.7	294.3	1.06	23.6
					HOT STAB	2.47	44.5	356.3	0.67	20.4
					72 FTP	2.44	45.6	326.7	0.86	21.9
		AFTER MTCE.			HOT TRANS	2.54	55.9	293.0	1.06	22.8
					HOT STAB	2.66	55.4	353.2	0.75	19.8
					72 FTP	2.60	55.6	324.4	0.90	21.1
856	73	PORS	914	102	HOT TRANS	5.84	35.6	339.2	1.60	21.5
					HOT STAB	7.21	42.2	373.0	1.00	19.2
					72 FTP	6.56	39.0	356.8	1.29	20.2
		AFTER MTCE.			HOT TRANS	9.62	42.9	311.6	1.99	21.7
					HOT STAB	11.22	51.1	340.7	1.19	19.4
					72 FTP	10.46	47.2	326.8	1.58	20.4

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
857	73	TOYO	STAW	97	HOT TRANS	4.63	60.3	238.2	2.17	25.5
					HOT STAB	6.57	81.2	258.3	1.10	21.8
					72 FTP	5.64	71.2	248.7	1.61	23.5
		AFTER MTCE.			HOT TRANS	2.53	40.0	256.1	1.60	27.1
					HOT STAB	2.99	57.7	279.6	0.70	23.4
					72 FTP	2.77	49.2	268.4	1.13	25.0
860	73	SUBA	STAW	83	HOT TRANS	3.90	53.7	250.1	0.86	25.6
					HOT STAB	4.17	62.4	287.9	0.65	22.2
					72 FTP	4.04	58.2	269.8	0.75	23.7
		AFTER MTCE.			HOT TRANS	3.53	45.6	257.1	0.99	26.1
					HOT STAB	3.61	49.2	307.4	0.70	22.4
					72 FTP	3.57	47.5	283.3	0.84	24.0
863	73	VOLK	SEDA	97	HOT TRANS	4.66	59.8	246.6	1.30	25.0
					HOT STAB	5.59	67.1	284.1	0.60	21.8
					72 FTP	5.14	63.6	266.2	0.93	23.2
		AFTER MTCE.			HOT TRANS	5.42	68.7	251.3	0.90	23.6
					HOT STAB	6.09	60.2	312.1	0.56	20.8
					72 FTP	5.77	64.3	283.0	0.72	22.1
864	73	VOLV	142S	121	HOT TRANS	7.18	88.7	261.4	1.66	21.0
					HOT STAB	10.46	104.9	281.8	1.06	18.5
					72 FTP	8.89	97.1	272.0	1.35	19.6
		AFTER MTCE.			HOT TRANS	4.80	71.6	272.6	1.77	22.2
					HOT STAB	5.43	79.9	296.7	1.14	20.2
					72 FTP	5.13	75.9	285.2	1.44	21.1
076	72	AMMO	GREM	258	HOT TRANS	28.78	95.4	294.9	2.15	16.6
					HOT STAB	30.67	102.3	295.6	1.04	16.0
					72 FTP	29.76	99.0	295.3	1.57	16.3
		AFTER MTCE.			HOT TRANS	2.67	34.4	331.3	2.26	22.5
					HOT STAB	2.60	38.8	405.0	1.82	18.7
					72 FTP	2.63	36.7	369.7	2.03	20.4

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	GRAMS PER MILE				MPG FUEL ECON
						HC	CO	CO2	NOXC	
077	72	BUIC	RIVI	455	HOT TRANS	4.69	57.6	581.7	7.93	12.9
					HOT STAB	4.88	89.2	624.2	4.32	11.4
					72 FTP	4.79	74.0	603.9	6.04	12.1
		AFTER MTCE.			HOT TRANS	3.89	38.3	610.3	7.65	13.0
					HOT STAB	4.08	39.6	666.4	4.91	12.0
					72 FTP	3.99	39.0	639.6	6.23	12.4
078	72	CADI	DEVI	472	HOT TRANS	3.24	102.0	653.5	2.01	10.8
					HOT STAB	3.88	135.4	688.0	0.91	9.7
					72 FTP	3.58	119.4	671.5	1.43	10.2
		AFTER MTCE.			HOT TRANS	5.41	205.9	691.8	1.27	8.6
					HOT STAB	4.14	189.7	735.6	0.83	8.5
					72 FTP	4.75	197.4	714.6	1.04	8.5
079	72	CHEV	VEGA	140	HOT TRANS	4.00	59.6	311.9	1.77	21.2
					HOT STAB	2.82	46.3	434.2	1.15	17.2
					72 FTP	3.39	52.7	375.7	1.45	18.9
		AFTER MTCE.			HOT TRANS	3.52	55.9	330.6	1.35	20.7
					HOT STAB	3.12	45.0	411.8	0.91	18.0
					72 FTP	3.31	50.2	372.9	1.12	19.2
080	72	CHEV	MALI	350	HOT TRANS	4.35	75.3	409.7	3.72	16.4
					HOT STAB	5.05	125.2	411.5	1.28	14.2
					72 FTP	4.72	101.3	410.6	2.45	15.2
		AFTER MTCE.			HOT TRANS	2.64	47.6	493.6	2.65	15.4
					HOT STAB	2.88	58.7	551.9	1.43	13.6
					72 FTP	2.77	53.4	524.0	2.01	14.4
081	72	CHEV	CHEL	350	HOT TRANS	3.52	49.4	440.1	2.45	16.8
					HOT STAB	3.07	50.0	518.4	1.18	14.6
					72 FTP	3.28	49.7	480.9	1.79	15.6
		AFTER MTCE.			HOT TRANS	3.56	40.3	486.4	2.30	15.8
					HOT STAB	2.85	33.4	550.4	1.49	14.5
					72 FTP	3.19	36.7	519.8	1.88	15.1

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH							GRAMS PER MILE				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST	TYPE	HC	CO	CO2	NOXC	ECON
082	72	CHEV	NOVA	307	HOT	TRANS	6.74	65.9	442.9	3.57	15.6
					HOT	STAB	7.35	75.9	458.3	2.12	14.8
					72	FTP	7.05	71.1	451.0	2.81	15.2
		AFTER MTCE.			HOT	TRANS	4.31	43.4	499.2	4.09	15.3
					HOT	STAB	3.45	19.9	553.8	2.69	14.9
					72	FTP	3.86	31.1	527.6	3.36	15.1
083	72	CHEV	IMPA	350	HOT	TRANS	6.75	98.2	518.1	2.70	12.8
					HOT	STAB	6.16	112.3	562.2	1.43	11.7
					72	FTP	6.44	105.6	541.1	2.03	12.2
		AFTER MTCE.			HOT	TRANS	5.61	75.1	538.8	3.09	13.2
					HOT	STAB	5.00	66.4	631.6	1.94	11.8
					72	FTP	5.29	70.6	587.2	2.49	12.4
084	72	CHEV	BELA	400	HOT	TRANS	5.63	70.5	519.5	4.82	13.7
					HOT	STAB	6.28	83.9	560.2	2.90	12.5
					72	FTP	5.97	77.5	540.7	3.82	13.0
		AFTER MTCE.			HOT	TRANS	3.73	61.3	570.6	4.77	13.1
					HOT	STAB	2.70	40.4	672.7	2.74	11.9
					72	FTP	3.19	50.4	623.9	3.71	12.4
085	72	DODG	CORO	318	HOT	TRANS	4.23	56.0	446.6	4.05	16.2
					HOT	STAB	3.56	35.3	502.8	3.04	15.6
					72	FTP	3.88	45.2	475.9	3.52	15.9
		AFTER MTCE.			HOT	TRANS	4.10	59.6	444.8	3.64	16.1
					HOT	STAB	4.16	78.7	487.1	2.24	14.2
					72	FTP	4.13	69.6	466.9	2.91	15.1
086	72	FORD	PINT	122	HOT	TRANS	3.92	58.3	272.5	4.61	23.6
					HOT	STAB	5.33	66.6	293.6	3.30	21.4
					72	FTP	4.65	62.6	283.5	3.92	22.4
		AFTER MTCE.			HOT	TRANS	2.14	36.1	286.4	2.53	25.4
					HOT	STAB	2.35	35.5	335.1	1.36	22.3
					72	FTP	2.25	35.8	311.8	1.92	23.7

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
087	72	FORD	GRNT	351	HOT TRANS	4.41	52.8	524.7	4.72	14.3
					HOT STAB	3.71	56.7	590.0	3.21	12.8
					72 FTP	4.05	54.8	558.7	3.93	13.5
	AFTER MTCE.				HOT TRANS	4.34	41.0	508.0	3.39	15.1
					HOT STAB	3.07	18.4	599.3	2.58	13.9
					72 FTP	3.68	29.2	555.6	2.97	14.5
088	72	FORD	MAVE	200	HOT TRANS	3.55	37.8	339.9	5.21	21.6
					HOT STAB	3.35	55.7	350.6	1.99	19.8
					72 FTP	3.44	47.1	345.5	3.53	20.6
	AFTER MTCE.				HOT TRANS	3.26	34.2	354.3	6.55	21.2
					HOT STAB	2.91	40.1	364.4	3.18	20.3
					72 FTP	3.08	37.3	359.5	4.80	20.7
089	72	FORD	GALA	351	HOT TRANS	7.31	49.3	565.4	4.38	13.3
					HOT STAB	3.40	65.7	654.0	1.94	11.6
					72 FTP	5.27	57.9	611.6	3.11	12.3
	AFTER MTCE.				HOT TRANS	5.26	61.5	603.3	2.76	12.4
					HOT STAB	3.09	76.6	681.3	1.38	10.9
					72 FTP	4.12	69.3	644.0	2.04	11.6
090	72	FORD	STAW	400	HOT TRANS	5.01	67.7	533.0	5.79	13.5
					HOT STAB	4.01	73.9	560.6	3.67	12.9
					72 FTP	4.49	70.9	547.4	4.69	13.2
	AFTER MTCE.				HOT TRANS	3.70	53.6	588.2	5.04	13.0
					HOT STAB	2.51	42.7	661.7	3.03	12.0
					72 FTP	3.08	47.9	626.5	3.99	12.5
091	72	MERC	MONG	400	HOT TRANS	4.20	33.4	590.7	5.94	13.5
					HOT STAB	2.62	19.4	648.7	3.05	12.9
					72 FTP	3.38	26.1	621.0	4.44	13.2
	AFTER MTCE.				HOT TRANS	3.09	35.2	658.9	5.34	12.3
					HOT STAB	1.96	20.9	771.4	3.08	11.0
					72 FTP	2.50	27.8	717.5	4.16	11.5

APPENDIX K,CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
092	72	OLDS	CUTL	350	HOT TRANS	5.97	100.8	419.1	1.75	14.9
					HOT STAB	4.86	153.1	437.2	0.71	12.8
					72 FTP	5.39	128.1	428.5	1.21	13.7
		AFTER MTCE.			HOT TRANS	3.69	48.9	486.0	1.81	15.4
					HOT STAB	2.68	54.9	570.1	0.93	13.3
					72 FTP	3.16	52.1	529.9	1.35	14.3
093	72	PLYM	VALI	225	HOT TRANS	9.82	139.9	278.5	2.45	16.8
					HOT STAB	13.06	191.8	256.5	0.93	14.8
					72 FTP	11.51	167.0	267.1	1.66	15.7
		AFTER MTCE.			HOT TRANS	4.41	70.1	343.8	3.14	19.0
					HOT STAB	3.18	50.0	370.1	1.71	19.3
					72 FTP	3.77	59.6	357.5	2.39	19.2
094	72	PLYM	FURY	360	HOT TRANS	8.55	160.3	445.3	2.04	12.3
					HOT STAB	6.51	177.3	482.8	1.62	11.3
					72 FTP	7.49	169.2	464.8	1.82	11.8
		AFTER MTCE.			HOT TRANS	3.90	56.0	511.1	3.77	14.5
					HOT STAB	3.30	36.2	593.7	2.85	13.4
					72 FTP	3.59	45.7	554.2	3.29	13.9
095	72	PONT	CATA	400	HOT TRANS	5.23	57.8	536.8	4.59	13.8
					HOT STAB	5.29	68.5	580.5	2.63	12.6
					72 FTP	5.26	63.4	559.6	3.57	13.1
		AFTER MTCE.			HOT TRANS	4.81	45.0	567.2	4.05	13.6
					HOT STAB	4.56	36.0	633.8	2.52	12.6
					72 FTP	4.68	40.3	601.9	3.25	13.1
096	72	PONT	LEMA	350	HOT TRANS	4.50	73.0	481.7	2.60	14.5
					HOT STAB	4.53	88.9	545.4	1.19	12.7
					72 FTP	4.52	81.3	514.9	1.86	13.5
		AFTER MTCE.			HOT TRANS	4.80	57.8	514.0	2.36	14.3
					HOT STAB	3.22	43.7	605.5	1.41	13.0
					72 FTP	3.98	50.5	561.7	1.86	13.6

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST	TYPE	HC	CO	CO2	NOXC	ECON
097	72	DATS	510	97	HOT	TRANS	4.20	30.2	270.1	2.61	26.8
					HOT	STAB	4.62	36.2	289.1	1.68	24.6
					72	FTP	4.42	33.3	280.0	2.12	25.6
		AFTER MTCE.			HOT	TRANS	4.54	37.8	263.5	2.22	26.3
					HOT	STAB	4.35	36.7	292.7	1.45	24.4
					72	FTP	4.44	37.2	278.7	1.82	25.3
098	72	TOYO	CORO	120	HOT	TRANS	4.04	31.5	282.9	3.87	25.7
					HOT	STAB	3.49	46.0	306.3	1.98	22.8
					72	FTP	3.75	39.1	295.1	2.88	24.1
		AFTER MTCE.			HOT	TRANS	4.30	25.8	271.3	4.23	27.3
					HOT	STAB	3.37	41.9	279.4	2.11	24.9
					72	FTP	3.82	34.2	275.5	3.13	26.0
099	72	VOLK	KARM	97	HOT	TRANS	3.12	47.8	238.4	1.67	27.4
					HOT	STAB	3.52	41.6	282.9	1.19	24.7
					72	FTP	3.33	44.6	261.6	1.42	25.9
		AFTER MTCE.			HOT	TRANS	3.89	53.4	236.7	1.40	26.7
					HOT	STAB	4.02	55.6	276.0	0.83	23.6
					72	FTP	3.96	54.5	257.2	1.10	25.0
100	72	VOLK	KOMB	103	HOT	TRANS	4.30	53.9	349.0	2.01	19.8
					HOT	STAB	5.90	58.4	412.6	1.41	17.0
					72	FTP	5.13	56.3	382.1	1.69	18.2
		AFTER MTCE.			HOT	TRANS	4.95	35.1	340.0	2.35	21.6
					HOT	STAB	6.42	43.1	385.6	1.43	18.7
					72	FTP	5.72	39.3	363.8	1.87	20.0
396	72	CHEV	KING	350	HOT	TRANS	5.48	89.8	525.6	1.39	13.0
					HOT	STAB	5.42	96.1	576.4	2.40	11.9
					72	FTP	5.45	93.1	552.1	1.92	12.4
		AFTER MTCE.			HOT	TRANS	5.03	65.0	553.1	3.98	13.2
					HOT	STAB	4.20	46.0	627.1	2.30	12.5
					72	FTP	4.60	55.1	591.7	3.10	12.8

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
							HC	CO	CO2	NOXC	
398	72	CHRY	NEWP	400	HOT	TRANS	5.31	80.7	540.6	5.06	13.0
					HOT	STAB	4.92	78.2	584.1	2.72	12.3
					72	FTP	5.11	79.4	563.3	3.84	12.6
		AFTER MTCE.			HOT	TRANS	5.33	69.6	557.6	4.69	13.0
					HOT	STAB	3.93	34.2	632.6	2.93	12.7
					72	FTP	4.60	51.1	596.7	3.77	12.8
400	72	DODG	DART	318	HOT	TRANS	5.88	81.8	374.7	2.28	17.0
					HOT	STAB	5.75	97.1	388.7	1.28	15.9
					72	FTP	5.81	89.8	382.0	1.76	16.4
		AFTER MTCE.			HOT	TRANS	13.84	51.3	408.3	2.09	16.7
					HOT	STAB	17.29	39.4	470.2	1.23	15.1
					72	FTP	15.64	45.1	440.6	1.64	15.8
401	72	FORD	PINT	122	HOT	TRANS	6.15	60.5	304.4	2.90	21.2
					HOT	STAB	6.24	50.5	334.6	2.02	20.5
					72	FTP	6.20	55.2	320.2	2.44	20.8
		AFTER MTCE.			HOT	TRANS	6.42	62.2	304.9	3.30	21.0
					HOT	STAB	6.74	50.6	323.5	2.64	20.9
					72	FTP	6.59	56.2	314.6	2.95	20.9
404	72	FORD	LTD	429	HOT	TRANS	7.41	102.2	523.6	5.30	12.5
					HOT	STAB	7.63	128.6	519.6	3.01	11.9
					72	FTP	7.52	116.0	521.5	4.11	12.2
		AFTER MTCE.			HOT	TRANS	5.10	63.7	575.8	4.27	12.8
					HOT	STAB	3.31	24.5	643.9	2.88	12.8
					72	FTP	4.16	43.2	611.3	3.55	12.8
410	72	PLYM	VALI	318	HOT	TRANS	6.09	73.3	368.0	3.27	17.7
					HOT	STAB	5.33	96.9	379.0	1.52	16.2
					72	FTP	5.69	85.6	373.7	2.36	16.9
		AFTER MTCE.			HOT	TRANS	4.15	46.9	422.8	2.64	17.4
					HOT	STAB	3.44	36.4	473.7	1.63	16.4
					72	FTP	3.78	41.4	449.3	2.12	16.9

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
865	72	AMMO	GREM	232	HOT TRANS	6.53	80.0	295.8	1.93	20.1
					HOT STAB	7.34	89.2	335.6	1.04	17.8
					72 FTP	6.95	84.8	316.6	1.47	18.8
		AFTER MTCE.			HOT TRANS	5.61	83.8	296.4	1.91	19.9
					HOT STAB	6.14	87.4	334.2	1.01	18.1
					72 FTP	5.89	85.7	316.1	1.44	18.9
874	72	CHEV	VEGA	140	HOT TRANS	3.23	64.9	226.9	1.35	26.2
					HOT STAB	3.18	67.6	257.6	1.10	23.7
					72 FTP	3.20	66.3	242.9	1.22	24.8
		AFTER MTCE.			HOT TRANS	2.67	38.9	224.2	1.69	30.2
					HOT STAB	2.61	36.0	267.0	1.15	26.7
					72 FTP	2.64	37.4	246.5	1.41	28.3
877	72	CHEV	NOVA	307	HOT TRANS	6.05	76.4	407.1	3.74	16.2
					HOT STAB	5.48	77.0	446.4	2.14	15.2
					72 FTP	5.75	76.7	427.6	2.91	15.7
		AFTER MTCE.			HOT TRANS	5.07	81.7	437.6	2.34	15.3
					HOT STAB	4.88	74.3	505.8	1.36	13.9
					72 FTP	4.97	77.9	473.2	1.83	14.5
883	72	CHEV	MALI	307	HOT TRANS	6.95	113.9	347.0	1.17	16.2
					HOT STAB	9.32	132.2	366.1	0.91	14.7
					72 FTP	8.19	123.5	357.0	1.03	15.4
		AFTER MTCE.			HOT TRANS	4.42	81.2	395.2	1.45	16.5
					HOT STAB	3.85	53.7	475.1	1.15	15.5
					72 FTP	4.12	66.8	436.8	1.30	16.0
885	72	CHEV	CHEL	350	HOT TRANS	4.74	64.2	438.9	3.66	16.0
					HOT STAB	4.91	100.1	463.8	1.44	13.9
					72 FTP	4.83	82.9	451.9	2.50	14.9
		AFTER MTCE.			HOT TRANS	3.45	51.3	478.6	3.19	15.6
					HOT STAB	3.69	76.2	526.4	1.44	13.5
					72 FTP	3.57	64.3	503.5	2.28	14.4

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	-----GRAMS PER MILE-----				MPG FUEL
							HC	CO	CO2	NOXC	ECON
886	72	CHEV	MONT	350	HOT	TRANS	5.15	105.8	474.8	1.62	13.5
					HOT	STAB	5.83	135.1	516.6	1.04	11.9
					72	FTP	5.51	121.1	496.6	1.32	12.6
		AFTER MTCE.			HOT	TRANS	4.03	47.7	489.1	2.74	15.4
					HOT	STAB	3.61	35.6	570.2	1.70	13.9
					72	FTP	3.81	41.4	531.4	2.20	14.6
887	72	CHEV	NOVA	350	HOT	TRANS	5.41	83.6	440.5	2.46	15.1
					HOT	STAB	6.62	144.1	464.3	0.86	12.5
					72	FTP	6.04	115.1	452.9	1.63	13.6
		AFTER MTCE.			HOT	TRANS	4.10	54.6	480.5	2.36	15.3
					HOT	STAB	4.33	67.6	553.1	1.18	13.2
					72	FTP	4.22	61.3	518.4	1.74	14.1
889	72	CHEV	MONT	350	HOT	TRANS	4.57	79.9	472.2	3.73	14.5
					HOT	STAB	5.09	116.4	493.9	1.56	12.8
					72	FTP	4.84	98.9	483.5	2.60	13.6
		AFTER MTCE.			HOT	TRANS	3.26	45.4	501.6	2.35	15.2
					HOT	STAB	2.55	33.1	569.4	1.43	14.1
					72	FTP	2.89	39.0	537.0	1.87	14.6
890	72	CHEV	NOVA	350	HOT	TRANS	9.90	30.6	508.0	4.35	15.1
					HOT	STAB	16.46	34.3	610.6	2.22	12.4
					72	FTP	13.32	32.5	561.5	3.24	13.6
		AFTER MTCE.			HOT	TRANS	8.74	67.4	542.3	2.74	13.1
					HOT	STAB	14.18	103.4	632.7	1.35	10.6
					72	FTP	11.58	86.2	589.4	2.02	11.7
891	72	CHEV	MONT	400	HOT	TRANS	4.84	59.1	489.3	2.71	14.9
					HOT	STAB	6.65	95.1	545.2	1.13	12.4
					72	FTP	5.78	77.8	518.4	1.89	13.5
		AFTER MTCE.			HOT	TRANS	3.65	59.3	506.5	1.78	14.5
					HOT	STAB	3.71	58.2	643.5	0.77	11.9
					72	FTP	3.68	58.7	577.9	1.25	13.0

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
894	72	CHRY	NEWP	400	HOT TRANS	6.56	128.9	482.9	2.89	12.6
					HOT STAB	5.57	142.6	515.6	1.13	11.7
					72 FTP	6.04	136.0	500.0	1.97	12.1
		AFTER MTCE.			HOT TRANS	6.68	138.1	501.4	2.28	12.0
					HOT STAB	6.15	158.5	560.2	1.00	10.7
					72 FTP	6.40	148.7	532.0	1.61	11.3
895	72	DODG	DART	225	HOT TRANS	4.38	97.1	284.4	2.06	19.7
					HOT STAB	4.17	95.9	294.4	1.39	19.4
					72 FTP	4.27	96.4	289.6	1.71	19.5
		AFTER MTCE.			HOT TRANS	3.56	66.1	315.5	2.61	20.6
					HOT STAB	3.12	55.1	336.2	1.62	20.5
					72 FTP	3.33	60.4	326.3	2.09	20.6
897	72	DODG	DART	318	HOT TRANS	6.71	90.2	406.8	3.30	15.6
					HOT STAB	8.20	139.3	420.3	1.88	13.3
					72 FTP	7.49	115.8	413.8	2.56	14.3
		AFTER MTCE.			HOT TRANS	4.05	41.0	467.9	2.90	16.3
					HOT STAB	3.42	24.8	542.8	1.89	15.0
					72 FTP	3.72	32.5	506.9	2.38	15.6
898	72	DODG	POLA	360	HOT TRANS	11.43	145.8	408.2	2.06	13.2
					HOT STAB	14.69	184.0	430.2	1.25	11.6
					72 FTP	13.13	165.7	419.6	1.64	12.3
		AFTER MTCE.			HOT TRANS	5.45	135.8	511.6	1.57	12.0
					HOT STAB	4.42	90.8	614.9	1.19	11.5
					72 FTP	4.91	112.3	565.4	1.37	11.7
899	72	FORD	PINT	122	HOT TRANS	4.14	48.9	277.1	3.73	24.2
					HOT STAB	4.14	55.1	279.7	3.04	23.4
					72 FTP	4.14	52.1	278.4	3.37	23.8
		AFTER MTCE.			HOT TRANS	3.59	31.9	294.0	3.63	25.0
					HOT STAB	3.25	26.7	307.2	2.45	24.7
					72 FTP	3.41	29.2	300.9	3.02	24.8

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
900	72	FORD	PINT	98	HOT TRANS	4.76	57.1	254.3	2.00	24.7
					HOT STAB	5.20	32.1	306.0	2.23	23.8
					72 FTP	4.99	44.0	281.3	2.12	24.2
		AFTER MTCE.			HOT TRANS	5.72	61.1	248.5	2.23	24.5
					HOT STAB	4.42	32.2	307.1	2.66	23.9
					72 FTP	5.04	46.0	279.1	2.45	24.2
901	72	FORD	PINT	98	HOT TRANS	4.46	67.3	229.4	2.20	25.4
					HOT STAB	5.24	55.9	261.5	2.05	24.3
					72 FTP	4.87	61.3	246.2	2.12	24.8
		AFTER MTCE.			HOT TRANS	3.90	52.8	240.8	2.68	26.4
					HOT STAB	4.01	32.0	281.0	2.69	25.8
					72 FTP	3.96	41.9	261.7	2.68	26.1
902	72	FORD	MAVE	200	HOT TRANS	4.28	100.7	293.4	0.60	19.1
					HOT STAB	4.12	152.3	382.7	0.43	14.0
					72 FTP	4.19	127.6	339.9	0.51	16.0
		AFTER MTCE.			HOT TRANS	3.42	61.3	290.5	0.90	22.3
					HOT STAB	3.24	92.0	382.0	0.51	16.5
					72 FTP	3.33	77.3	338.2	0.70	18.9
903	72	FORD	MUST	351	HOT TRANS	5.19	42.4	573.3	4.19	13.5
					HOT STAB	4.21	23.1	634.3	2.41	13.0
					72 FTP	4.68	32.3	605.1	3.26	13.2
		AFTER MTCE.			HOT TRANS	5.03	53.9	678.2	2.58	11.4
					HOT STAB	2.83	37.0	805.1	1.44	10.2
					72 FTP	3.88	45.1	744.4	1.98	10.7
904	72	FORD	MAVE	302	HOT TRANS	7.36	48.2	420.2	5.00	17.1
					HOT STAB	10.43	49.6	434.0	2.19	16.3
					72 FTP	8.96	48.9	427.4	3.54	16.7
		AFTER MTCE.			HOT TRANS	4.86	47.8	436.5	2.59	16.8
					HOT STAB	4.54	50.1	469.6	1.20	15.8
					72 FTP	4.69	49.0	453.7	1.87	16.3

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR MAKE MODL CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
906	72 FORD MAVE 250	HOT TRANS	6.77	74.6	325.6	4.16	19.1
		HOT STAB	7.26	111.8	308.7	2.28	17.5
		72 FTP	7.03	94.0	316.8	3.18	18.2
	AFTER MTCE.	HOT TRANS	4.41	44.0	357.0	4.99	20.2
		HOT STAB	3.28	35.5	393.3	3.20	19.3
		72 FTP	3.82	39.6	375.9	4.05	19.7
907	72 FORD GALA 400	HOT TRANS	5.96	86.4	492.7	4.30	13.7
		HOT STAB	5.12	103.0	511.5	2.37	12.9
		72 FTP	5.52	95.1	502.5	3.29	13.3
	AFTER MTCE.	HOT TRANS	4.02	69.0	541.2	3.30	13.4
		HOT STAB	3.15	50.3	626.0	2.19	12.4
		72 FTP	3.56	59.3	585.4	2.72	12.9
909	72 FORD LTD 429	HOT TRANS	5.06	71.5	581.2	5.13	12.5
		HOT STAB	3.68	35.7	658.6	3.43	12.2
		72 FTP	4.34	52.9	621.6	4.24	12.4
	AFTER MTCE.	HOT TRANS	3.42	61.2	583.8	4.55	12.8
		HOT STAB	2.45	26.2	681.8	3.14	12.1
		72 FTP	2.91	43.0	634.9	3.81	12.5
911	72 FORD GALA 400	HOT TRANS	5.44	60.4	557.2	2.95	13.3
		HOT STAB	4.62	88.7	562.9	1.70	12.4
		72 FTP	5.01	75.1	560.2	2.30	12.8
	AFTER MTCE.	HOT TRANS	4.37	31.6	550.8	5.95	14.4
		HOT STAB	3.31	32.3	584.7	3.21	13.7
		72 FTP	3.82	32.0	568.4	4.52	14.1
912	72 MERC COME 250	HOT TRANS	4.79	59.9	379.5	4.58	18.2
		HOT STAB	4.59	79.6	398.6	2.46	16.5
		72 FTP	4.68	70.2	389.4	3.47	17.2
	AFTER MTCE.	HOT TRANS	4.14	40.0	393.7	4.57	18.9
		HOT STAB	4.14	41.5	427.5	2.78	17.5
		72 FTP	4.14	40.8	411.3	3.64	18.2

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST	TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
							HC	CO	CO2	NOXC	
919	72	PLYM	VALI	198	HOT	TRANS	7.21	84.8	292.0	2.97	19.8
					HOT	STAB	8.12	89.2	299.1	1.90	19.1
					72	FTP	7.68	87.1	295.7	2.41	19.4
		AFTER MTCE.			HOT	TRANS	4.74	52.4	306.0	3.56	22.0
					HOT	STAB	3.75	31.6	350.1	2.57	21.6
					72	FTP	4.22	41.5	328.9	3.04	21.8
925	72	PONT	LEMA	350	HOT	TRANS	5.85	77.6	477.3	3.05	14.4
					HOT	STAB	5.65	114.6	516.8	1.07	12.4
					72	FTP	5.75	96.9	497.9	2.02	13.3
		AFTER MTCE.			HOT	TRANS	4.20	56.1	519.9	2.54	14.3
					HOT	STAB	3.47	50.3	617.1	1.24	12.6
					72	FTP	3.82	53.1	570.6	1.86	13.3
929	72	DATS	B110	72	HOT	TRANS	4.25	35.1	234.5	2.92	29.3
					HOT	STAB	3.63	42.2	249.5	1.89	27.1
					72	FTP	3.93	38.8	242.3	2.38	28.1
		AFTER MTCE.			HOT	TRANS	3.07	21.0	224.1	2.29	33.3
					HOT	STAB	2.74	27.9	249.0	1.13	29.4
					72	FTP	2.89	24.6	237.1	1.68	31.1
930	72	DATS	510	97	HOT	TRANS	3.66	25.7	255.6	3.04	28.9
					HOT	STAB	4.08	34.1	272.1	1.72	26.2
					72	FTP	3.88	30.1	264.2	2.35	27.4
		AFTER MTCE.			HOT	TRANS	3.65	26.8	252.7	4.23	29.0
					HOT	STAB	4.49	37.9	269.8	2.58	25.8
					72	FTP	4.09	32.6	261.6	3.37	27.3
931	72	OPEL	1900	116	HOT	TRANS	2.99	23.2	340.1	5.68	23.0
					HOT	STAB	2.98	37.1	333.5	2.85	22.1
					72	FTP	2.98	30.4	336.7	4.20	22.5
		AFTER MTCE.			HOT	TRANS	2.75	9.3	372.5	3.50	22.4
					HOT	STAB	3.12	13.2	375.0	1.87	21.9
					72	FTP	2.94	11.4	373.8	2.65	22.1

APPENDIX K.CONT'D

LISTING OF 1972 FEDERAL HOT START TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
932	72	TOYO	CORO	71	HOT TRANS	3.80	60.1	252.5	1.44	24.7
					HOT STAB	3.76	57.9	303.8	0.99	21.8
					72 FTP	3.78	59.0	279.3	1.21	23.1
		AFTER MTCE.			HOT TRANS	4.76	39.1	252.8	1.77	27.0
					HOT STAB	5.63	41.7	298.4	1.12	23.2
					72 FTP	5.21	40.4	276.6	1.43	24.9
933	72	TOYO	STAW	97	HOT TRANS	3.87	59.0	250.9	2.28	24.9
					HOT STAB	3.76	61.2	244.6	1.10	25.2
					72 FTP	3.81	60.1	247.6	1.66	25.1
		AFTER MTCE.			HOT TRANS	3.29	63.9	278.6	1.83	22.8
					HOT STAB	3.31	62.9	289.7	0.79	22.2
					72 FTP	3.30	63.4	284.4	1.29	22.5
935	72	VOLK	CONV	97	HOT TRANS	4.94	72.7	300.3	1.44	20.6
					HOT STAB	5.96	94.8	344.2	0.98	17.3
					72 FTP	5.48	84.2	323.2	1.20	18.8
		AFTER MTCE.			HOT TRANS	5.00	56.4	281.4	1.78	23.0
					HOT STAB	6.19	88.5	300.4	0.31	19.3
					72 FTP	5.62	73.1	291.3	1.01	20.9

APPENDIX L

APPENDIX L

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

Legend

VEH NO. - Vehicle Number

YR - Model Year

MAKE - Vehicle Make

MODL - Vehicle Model

CID - Engine Displacement in Cubic Inches

TEST TYPE - Indicates the Type of Test

SHORT TEST - Federal Short Test
REPLICATE - Repeat of Federal Short Test

HC - Hydrocarbon Emissions in grams per mile

CO - Carbon Monoxide Emissions in grams per mile

CO2 - Carbon Dioxide Emissions in grams per mile

NOXC - Oxides of Nitrogen Emissions Corrected for Humidity in grams per mile

FUEL ECON - Fuel Economy Calculated by the Carbon Balance Method in miles per gallon

AFTER MTCE. - Presents test results after vehicle maintenance

APPENDIX L

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

						-----GRAMS PER MILE-----				MPG FUEL
VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
001	75	CHEV	TRUC	350	SHORT TEST	3.68	54.7	412.7	1.00	17.4
					REPLICATE	3.13	49.1	422.8	1.07	17.4
		AFTER MTCE.			SHORT TEST	N/A				
					REPLICATE	N/A				
002	75	CHEV	TRUC	350	SHORT TEST	2.87	66.9	463.0	1.59	15.4
					REPLICATE	2.98	68.7	470.7	1.50	15.1
		AFTER MTCE.			SHORT TEST	N/A				
					REPLICATE	N/A				
003	75	CHEV	TRUC	350	SHORT TEST	1.72	22.8	555.3	1.00	14.9
					REPLICATE	1.48	13.7	537.0	1.21	15.8
		AFTER MTCE.			SHORT TEST	N/A				
					REPLICATE	N/A				
004	75	CHEV	TRUC	350	SHORT TEST	0.31	0.0	489.8	1.50	18.1
					REPLICATE	0.53	3.0	513.7	1.32	17.1
		AFTER MTCE.			SHORT TEST	N/A				
					REPLICATE	N/A				
005	75	DODG	TRUC	318	SHORT TEST	2.60	27.8	509.6	3.16	15.8
					REPLICATE	1.88	26.2	513.1	3.34	15.8
		AFTER MTCE.			SHORT TEST	N/A				
					REPLICATE	N/A				
006	75	FORD	TRUC	302	SHORT TEST	0.62	7.4	521.2	0.63	16.6
					REPLICATE	0.93	10.4	527.5	0.59	16.2
		AFTER MTCE.			SHORT TEST	N/A				
					REPLICATE	N/A				
007	75	FORD	TRUC	302	SHORT TEST	0.63	5.0	446.6	0.75	19.4
					REPLICATE	0.54	2.2	449.1	0.79	19.5
		AFTER MTCE.			SHORT TEST	N/A				
					REPLICATE	N/A				
008	75	FORD	TRUC	351	SHORT TEST	2.03	12.6	523.4	1.71	16.1
					REPLICATE	1.80	11.3	516.9	1.64	16.4
		AFTER MTCE.			SHORT TEST	N/A				
					REPLICATE	N/A				
009	75	FORD	TRUC	351	SHORT TEST	2.06	30.2	471.6	1.41	16.9
					REPLICATE	2.17	27.9	492.6	1.62	16.3
		AFTER MTCE.			SHORT TEST	N/A				
					REPLICATE	N/A				

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
010	75	GMC	TRUC	350	SHORT TEST	1.54	7.8	505.2	1.28	17.0
					REPLICATE	0.66	0.7	519.8	1.39	17.0
		AFTER MTCE.			SHORT TEST	N/A				
					REPLICATE	N/A				
011	75	AMMO	HORN	258	SHORT TEST	1.37	11.0	364.8	3.75	23.0
					REPLICATE	1.36	9.7	356.4	3.78	23.6
		AFTER MTCE.			SHORT TEST	1.11	8.1	378.3	2.44	22.5
					REPLICATE	1.08	6.5	380.0	2.59	22.5
012	75	BUIC	CNTY	350	SHORT TEST	0.84	15.2	453.0	0.62	18.5
					REPLICATE	0.56	13.1	448.9	0.68	18.8
		AFTER MTCE.			SHORT TEST	0.83	19.1	469.2	0.57	17.7
					REPLICATE	0.88	18.7	463.5	0.65	17.9
013	75	BUIC	RIVI	455	SHORT TEST	3.38	75.5	494.4	0.77	14.2
					REPLICATE	2.60	39.4	532.3	0.88	14.7
		AFTER MTCE.			SHORT TEST	2.35	73.9	486.2	0.56	14.6
					REPLICATE	2.48	89.2	475.6	0.63	14.2
014	75	BUIC	REGA	350	SHORT TEST	2.18	45.4	447.2	0.65	16.9
					REPLICATE	2.06	42.7	442.9	0.67	17.2
		AFTER MTCE.			SHORT TEST	1.40	29.3	462.9	0.36	17.3
					REPLICATE	1.33	32.2	448.1	0.40	17.6
015	75	CADI	ELDO	500	SHORT TEST	4.98	103.8	521.0	1.08	12.7
					REPLICATE	4.87	109.9	491.2	0.93	13.1
		AFTER MTCE.			SHORT TEST	3.00	70.8	554.3	0.77	13.1
					REPLICATE	2.90	76.2	548.8	0.74	13.1
016	75	CHEV	VEGA	140	SHORT TEST	1.25	17.0	272.1	1.56	29.3
					REPLICATE	0.96	12.4	283.0	1.30	29.1
		AFTER MTCE.			SHORT TEST	0.59	13.5	311.0	0.50	26.6
					REPLICATE	0.51	8.9	316.9	0.78	26.7
017	75	CHEV	NOVA	250	SHORT TEST	0.84	5.8	410.0	2.05	21.0
					REPLICATE	0.11	0.4	414.3	1.67	21.4
		AFTER MTCE.			SHORT TEST	0.12	0.2	392.7	1.85	22.6
					REPLICATE	0.16	0.6	393.3	1.69	22.5
018	75	CHEV	MONT	350	SHORT TEST	1.11	21.5	451.3	0.93	18.2
					REPLICATE	0.84	20.8	438.5	0.84	18.7
		AFTER MTCE.			SHORT TEST	0.74	16.8	454.1	0.91	18.4
					REPLICATE	0.65	13.8	463.4	0.96	18.2

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
019	75	CHEV	CAPR	350	SHORT TEST	2.82	83.9	440.3	0.44	15.3
					REPLICATE	2.82	76.3	450.9	0.53	15.3
		AFTER MTCE.			SHORT TEST	1.69	39.1	490.8	0.74	15.9
					REPLICATE	1.88	43.7	490.8	0.73	15.7
020	75	CHEV	IMPA	350	SHORT TEST	1.49	51.3	468.3	0.63	16.0
					REPLICATE	1.08	31.8	499.7	0.68	16.0
		AFTER MTCE.			SHORT TEST	0.60	14.8	536.3	0.56	15.8
					REPLICATE	0.65	21.8	536.4	0.53	15.5
021	75	CHEV	STAW	400	SHORT TEST	1.75	47.7	575.5	0.98	13.5
					REPLICATE	0.71	5.0	663.8	1.44	13.2
		AFTER MTCE.			SHORT TEST	0.68	3.6	690.7	1.10	12.7
					REPLICATE	0.66	2.2	695.2	1.25	12.7
022	75	CHRY	NEWP	400	SHORT TEST	0.65	3.7	592.9	2.07	14.8
					REPLICATE	0.56	3.4	588.6	1.99	14.9
		AFTER MTCE.			SHORT TEST	0.84	30.6	655.0	0.94	12.6
					REPLICATE	0.68	27.3	654.2	0.81	12.7
023	75	DODG	CORO	318	SHORT TEST	2.22	25.3	447.3	3.93	18.0
					REPLICATE	2.08	23.1	450.7	3.64	18.0
		AFTER MTCE.			SHORT TEST	0.71	1.9	459.6	3.50	19.1
					REPLICATE	1.09	3.5	460.7	3.48	18.9
024	75	DODG	DART	225	SHORT TEST	2.70	40.1	291.8	2.03	24.4
					REPLICATE	2.45	32.2	290.2	1.95	25.5
		AFTER MTCE.			SHORT TEST	0.68	9.1	363.4	0.98	23.4
					REPLICATE	0.76	10.8	354.5	0.98	23.7
025	75	FORD	MUST	140	SHORT TEST	0.51	6.1	350.9	0.94	24.5
					REPLICATE	0.52	4.8	347.9	1.17	24.9
		AFTER MTCE.			SHORT TEST	0.49	5.4	343.1	0.77	25.1
					REPLICATE	0.49	6.0	333.6	0.78	25.8
026	75	FORD	TORI	351	SHORT TEST	1.35	40.9	509.3	0.81	15.4
					REPLICATE	1.22	18.4	509.0	1.48	16.4
		AFTER MTCE.			SHORT TEST	1.04	19.8	522.4	1.73	15.9
					REPLICATE	1.02	13.7	538.8	2.12	15.7
027	75	FORD	GRAN	250	SHORT TEST	0.31	0.7	447.4	1.49	19.7
					REPLICATE	0.37	1.1	442.5	1.56	19.9
		AFTER MTCE.			SHORT TEST	0.32	0.9	445.8	1.03	19.8
					REPLICATE	0.32	0.7	439.2	1.16	20.1

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
037	75	PONT	CATA	400	SHORT TEST	0.41	4.0	514.9	1.83	17.0
					REPLICATE	0.39	4.0	509.6	1.82	17.2
		AFTER	MTCE.		SHORT TEST	0.36	5.1	538.9	2.23	16.2
					REPLICATE	0.34	5.5	542.8	2.32	16.1
038	75	PONT	LEMA	350	SHORT TEST	1.12	11.4	476.9	0.81	17.8
					REPLICATE	0.69	14.7	479.6	0.69	17.6
		AFTER	MTCE.		SHORT TEST	0.66	10.3	475.5	2.20	18.0
					REPLICATE	0.55	9.3	483.8	2.32	17.7
039	75	PONT	GRNV	455	SHORT TEST	0.85	25.5	567.5	0.54	14.5
					REPLICATE	0.62	10.5	601.2	0.72	14.3
		AFTER	MTCE.		SHORT TEST	2.04	16.9	592.4	0.63	14.2
					REPLICATE	2.42	18.9	588.1	0.67	14.2
040	76	CAPR	SEDA	140	SHORT TEST	0.48	2.0	385.9	0.69	22.7
					REPLICATE	0.57	4.1	378.9	0.64	22.9
		AFTER	MTCE.		SHORT TEST	1.00	8.0	342.5	0.77	24.8
					REPLICATE	0.44	4.2	350.9	0.72	24.7
041	75	DATS	B210	85	SHORT TEST	1.59	18.1	235.2	2.03	33.0
					REPLICATE	1.59	16.8	234.5	2.20	33.4
		AFTER	MTCE.		SHORT TEST	1.52	20.9	227.4	1.74	33.5
					REPLICATE	1.47	21.2	235.4	1.77	32.5
042	75	HOND	SEDA	91	SHORT TEST	1.29	34.3	217.4	0.78	32.2
					REPLICATE	1.25	34.7	227.3	0.83	31.1
		AFTER	MTCE.		SHORT TEST	1.21	32.1	229.7	0.63	31.2
					REPLICATE	1.21	32.5	235.4	0.64	30.6
043	75	TOYO	CORO	133	SHORT TEST	0.87	31.2	327.7	0.84	23.4
					REPLICATE	0.95	31.8	309.6	0.89	24.5
		AFTER	MTCE.		SHORT TEST	1.18	17.8	324.4	1.57	24.9
					REPLICATE	1.18	17.7	316.9	1.62	25.5
044	75	VOLK	SEDA	97	SHORT TEST	2.24	29.9	229.5	2.10	31.3
					REPLICATE	2.17	28.2	235.6	2.16	30.9
		AFTER	MTCE.		SHORT TEST	1.88	17.7	238.6	2.03	32.6
					REPLICATE	1.75	16.8	238.3	2.00	32.8
045	75	VOLK	STAW	90	SHORT TEST	0.61	4.8	327.4	1.35	26.3
					REPLICATE	0.68	4.9	328.7	1.25	26.2
		AFTER	MTCE.		SHORT TEST	0.54	5.8	320.9	1.07	26.7
					REPLICATE	0.55	6.0	313.5	1.13	27.3

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
231	75	AMMO	GREM	232	SHORT TEST	1.58	21.6	328.4	1.91	24.2
					REPLICATE	1.65	22.9	321.2	1.77	24.5
		AFTER MTCE.			SHORT TEST	1.42	21.2	377.4	1.18	21.4
					REPLICATE	1.40	23.8	369.0	1.12	21.6
232	75	AMMO	HORN	304	SHORT TEST	0.75	3.4	486.9	2.01	17.9
					REPLICATE	0.78	3.8	482.5	2.04	18.1
		AFTER MTCE.			SHORT TEST	0.87	2.8	456.5	1.67	19.1
					REPLICATE	0.95	3.1	450.5	1.90	19.4
233	75	AMMO	MATA	360	SHORT TEST	0.45	0.6	466.3	5.59	18.9
					REPLICATE	0.48	1.0	455.0	5.49	19.4
		AFTER MTCE.			SHORT TEST	0.62	0.5	456.6	5.20	19.3
					REPLICATE	0.57	0.7	443.1	5.16	19.9
234	75	BUIC	SKYH	231	SHORT TEST	0.55	8.9	345.0	1.56	24.6
					REPLICATE	0.75	12.9	345.1	1.53	24.1
		AFTER MTCE.			SHORT TEST	0.41	4.7	353.7	2.27	24.5
					REPLICATE	0.37	4.4	340.6	2.08	25.4
235	75	BUIC	SKYL	260	SHORT TEST	2.42	45.5	355.4	0.80	20.4
					REPLICATE	2.05	30.6	364.2	0.83	21.2
		AFTER MTCE.			SHORT TEST	1.08	14.0	395.3	0.80	21.1
					REPLICATE	1.15	17.0	394.9	0.73	20.9
236	75	BUIC	REGA	350	SHORT TEST	1.72	50.2	436.9	0.52	17.0
					REPLICATE	1.78	57.9	436.5	0.48	16.6
		AFTER MTCE.			SHORT TEST	1.03	26.6	475.1	0.60	17.1
					REPLICATE	0.56	12.5	500.4	0.59	17.0
238	75	BUIC	STAW	350	SHORT TEST	2.42	71.3	442.4	0.47	15.8
					REPLICATE	2.58	89.6	415.5	0.40	15.7
		AFTER MTCE.			SHORT TEST	1.99	56.6	468.7	0.52	15.7
					REPLICATE	2.25	74.7	448.7	0.49	15.5
240	75	BUIC	RIVI	455	SHORT TEST	3.71	157.0	450.5	0.42	12.5
					REPLICATE	3.14	114.9	451.0	0.47	13.8
		AFTER MTCE.			SHORT TEST	1.89	40.0	542.4	0.78	14.5
					REPLICATE	1.89	39.3	544.6	0.79	14.5
244	75	CHEV	VEGA	140	SHORT TEST	2.22	43.0	272.2	1.29	25.6
					REPLICATE	2.34	40.4	280.6	1.36	25.3
		AFTER MTCE.			SHORT TEST	1.54	24.1	266.6	1.23	28.7
					REPLICATE	1.73	22.2	268.1	1.04	28.8

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
245	75	CHEV	MONZ	140	SHORT TEST	1.82	36.5	292.8	0.63	24.9
					REPLICATE	1.76	34.2	298.7	0.65	24.8
		AFTER MTCE.			SHORT TEST	0.99	13.7	303.2	0.58	27.1
					REPLICATE	0.70	10.2	307.4	0.53	27.3
246	75	CHEV	MONZ	262	SHORT TEST	0.33	1.9	427.8	1.13	20.6
					REPLICATE	0.33	4.5	432.7	1.01	20.1
		AFTER MTCE.			SHORT TEST	0.39	0.4	409.0	1.87	21.6
					REPLICATE	0.58	3.2	410.9	1.92	21.2
247	75	CHEV	NOVA	250	SHORT TEST	0.19	2.1	392.8	2.62	22.4
					REPLICATE	0.21	1.4	394.9	2.79	22.3
		AFTER MTCE.			SHORT TEST	0.19	2.9	392.1	1.80	22.3
					REPLICATE	0.26	2.1	407.7	1.73	21.6
248	75	CHEV	NOVA	262	SHORT TEST	1.21	6.4	416.0	1.61	20.6
					REPLICATE	0.90	2.5	420.6	1.78	20.8
		AFTER MTCE.			SHORT TEST	0.38	1.1	458.6	1.07	19.2
					REPLICATE	0.44	0.1	463.3	1.13	19.1
249	75	CHEV	CAMA	350	SHORT TEST	1.72	57.5	395.8	0.74	18.1
					REPLICATE	1.56	50.7	419.4	0.86	17.6
		AFTER MTCE.			SHORT TEST	1.29	40.1	426.5	0.83	18.0
					REPLICATE	1.30	37.5	425.0	0.88	18.2
250	75	CHEV	NOVA	350	SHORT TEST	2.89	84.3	419.3	0.66	15.8
					REPLICATE	2.90	82.9	415.6	0.78	16.0
		AFTER MTCE.			SHORT TEST	1.62	38.2	454.9	0.64	17.1
					REPLICATE	1.44	35.8	455.3	0.62	17.2
252	75	CHEV	MALI	350	SHORT TEST	1.82	44.2	451.1	0.71	16.9
					REPLICATE	1.34	35.2	452.9	0.54	17.3
		AFTER MTCE.			SHORT TEST	1.04	29.8	447.6	0.36	17.8
					REPLICATE	1.16	31.7	446.6	0.39	17.7
253	75	CHEV	MALI	350	SHORT TEST	1.05	16.2	449.8	0.47	18.5
					REPLICATE	0.99	16.1	456.7	0.45	18.3
		AFTER MTCE.			SHORT TEST	0.75	12.7	485.0	0.39	17.5
					REPLICATE	0.65	10.7	483.9	0.40	17.7
258	75	CHEV	CAPR	350	SHORT TEST	2.04	47.6	486.3	0.62	15.6
					REPLICATE	2.28	52.1	465.4	0.56	16.0
		AFTER MTCE.			SHORT TEST	1.09	27.8	520.7	0.48	15.6
					REPLICATE	1.06	27.8	515.2	0.34	15.8

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	GRAMS PER MILE HC	GRAMS PER MILE CO	GRAMS PER MILE CO2	GRAMS PER MILE NOXC	MPG FUEL ECON
260	75	CHEV	IMPA	350	SHORT TEST	1.79	48.9	530.9	0.72	14.5
					REPLICATE	1.92	48.9	530.8	0.76	14.5
		AFTER MTCE.			SHORT TEST	1.03	19.4	513.1	0.70	16.2
					REPLICATE	0.92	15.4	524.1	0.73	16.1
261	75	CHEV	IMPA	350	SHORT TEST	2.53	60.0	444.9	0.75	16.2
					REPLICATE	2.53	60.7	439.7	0.77	16.3
		AFTER MTCE.			SHORT TEST	0.94	24.6	509.7	0.74	16.1
					REPLICATE	0.89	27.2	516.0	0.76	15.8
262	75	CHEV	IMPA	350	SHORT TEST	2.86	56.1	435.9	0.98	16.6
					REPLICATE	2.87	55.7	440.0	1.11	16.5
		AFTER MTCE.			SHORT TEST	1.30	42.7	488.1	0.54	15.9
					REPLICATE	1.33	41.8	475.9	0.52	16.3
263	75	CHEV	CAPR	400	SHORT TEST	0.41	6.2	520.4	1.48	16.7
					REPLICATE	0.29	1.7	529.6	1.59	16.6
		AFTER MTCE.			SHORT TEST	0.25	0.1	555.3	1.81	16.0
					REPLICATE	0.26	0.3	553.1	1.96	16.0
264	75	CHEV	IMPA	400	SHORT TEST	0.43	1.7	623.3	1.13	14.1
					REPLICATE	0.67	2.5	609.7	1.06	14.4
		AFTER MTCE.			SHORT TEST	0.70	7.1	567.2	1.19	15.3
					REPLICATE	0.56	3.7	595.5	1.32	14.7
266	75	CHEV	CAPR	454	SHORT TEST	0.33	0.9	642.8	1.19	13.8
					REPLICATE	0.28	0.8	645.2	1.18	13.7
		AFTER MTCE.			SHORT TEST	0.24	1.5	660.6	1.03	13.4
					REPLICATE	0.36	6.2	654.2	0.98	13.3
267	75	CHRY	CORD	360	SHORT TEST	2.22	46.1	465.9	2.67	16.3
					REPLICATE	2.25	50.4	457.8	2.73	16.3
		AFTER MTCE.			SHORT TEST	1.47	27.6	483.7	3.09	16.7
					REPLICATE	1.51	28.5	488.3	3.03	16.5
268	75	CHRY	IMPE	440	SHORT TEST	2.02	51.1	561.9	2.55	13.7
					REPLICATE	9.65	39.9	605.0	2.16	12.7
		AFTER MTCE.			SHORT TEST	0.62	15.1	632.5	1.16	13.5
					REPLICATE	0.60	15.6	637.4	1.15	13.4
270	75	DODG	DART	318	SHORT TEST	1.92	14.8	435.1	1.95	19.1
					REPLICATE	1.44	9.5	440.4	1.85	19.3
		AFTER MTCE.			SHORT TEST	1.12	8.0	456.7	1.83	18.8
					REPLICATE	0.82	6.3	461.0	1.63	18.7

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
272	75	DODG	CHAR	360	SHORT TEST	2.98	58.8	437.3	2.16	16.5
					REPLICATE	2.86	56.2	431.3	2.07	16.8
	AFTER MTCE.				SHORT TEST	2.16	35.2	483.3	2.16	16.3
					REPLICATE	2.04	34.9	482.9	1.54	16.3
273	75	DODG	MONA	400	SHORT TEST	4.01	106.1	519.8	1.38	12.7
					REPLICATE	4.18	107.9	517.9	1.48	12.7
	AFTER MTCE.				SHORT TEST	0.92	18.6	617.3	1.49	13.7
					REPLICATE	0.65	14.1	626.4	1.42	13.6
275	75	FORD	MUST	140	SHORT TEST	1.17	11.7	317.0	1.85	26.2
					REPLICATE	1.27	12.2	309.0	1.93	26.7
	AFTER MTCE.				SHORT TEST	0.62	11.2	350.9	1.47	24.0
					REPLICATE	0.62	10.5	351.9	1.49	24.0
277	75	FORD	MUST	171	SHORT TEST	0.80	8.3	395.6	1.47	21.6
					REPLICATE	1.05	11.4	397.8	1.36	21.2
	AFTER MTCE.				SHORT TEST	1.10	11.6	417.7	0.95	20.2
					REPLICATE	1.17	12.0	422.8	0.96	19.9
281	75	FORD	GRAN	302	SHORT TEST	1.79	15.7	513.4	1.97	16.3
					REPLICATE	1.84	16.3	519.8	1.85	16.1
	AFTER MTCE.				SHORT TEST	1.05	1.8	476.1	1.65	18.4
					REPLICATE	1.12	2.4	483.9	1.70	18.1
282	75	FORD	STAW	351	SHORT TEST	0.81	28.0	616.8	0.82	13.4
					REPLICATE	0.82	28.1	614.0	0.78	13.4
	AFTER MTCE.				SHORT TEST	1.00	26.7	608.4	0.86	13.6
					REPLICATE	0.88	35.2	606.1	0.66	13.4
284	75	FORD	TORI	400	SHORT TEST	0.83	16.7	607.1	1.65	14.0
					REPLICATE	0.82	18.8	586.6	1.70	14.3
	AFTER MTCE.				SHORT TEST	0.66	18.6	664.4	1.02	12.8
					REPLICATE	0.67	16.5	670.5	1.07	12.7
285	75	FORD	LTD	351	SHORT TEST	2.57	42.2	518.2	1.00	15.0
					REPLICATE	2.81	51.2	523.3	0.94	14.5
	AFTER MTCE.				SHORT TEST	2.70	63.7	544.9	0.79	13.6
					REPLICATE	1.55	38.5	582.9	0.82	13.7
286	75	FORD	ELIT	351	SHORT TEST	2.26	56.9	498.3	1.03	14.9
					REPLICATE	2.26	55.7	499.2	1.06	14.9
	AFTER MTCE.				SHORT TEST	0.74	15.6	612.3	1.46	13.9
					REPLICATE	0.81	18.2	608.2	1.39	13.9

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
287	75	FORD	LTD	351	SHORT TEST	0.79	21.3	578.8	1.13	14.4
					REPLICATE	0.86	24.0	582.2	1.08	14.3
		AFTER MTCE.			SHORT TEST	0.71	21.3	613.6	1.00	13.7
					REPLICATE	0.69	20.6	606.7	0.96	13.8
288	75	FORD	TORI	351	SHORT TEST	4.69	109.4	476.6	0.82	13.4
					REPLICATE	4.68	108.8	469.4	0.80	13.5
		AFTER MTCE.			SHORT TEST	2.15	47.6	563.1	0.85	13.8
					REPLICATE	2.26	57.6	547.2	0.94	13.8
289	75	FORD	LTD	400	SHORT TEST	9.74	254.4	499.8	0.49	9.5
					REPLICATE	9.16	256.0	495.7	0.46	9.6
		AFTER MTCE.			SHORT TEST	1.06	33.1	683.4	0.62	12.0
					REPLICATE	1.05	36.5	699.5	0.55	11.7
290	75	FORD	LTD	400	SHORT TEST	1.32	29.4	636.1	0.81	12.9
					REPLICATE	1.28	33.4	630.7	0.85	12.9
		AFTER MTCE.			SHORT TEST	0.48	35.3	821.3	0.73	10.1
					REPLICATE	0.49	39.5	821.7	0.73	10.0
293	75	FORD	LTD	460	SHORT TEST	2.05	46.8	623.9	1.18	12.6
					REPLICATE	1.99	43.9	624.3	1.25	12.7
		AFTER MTCE.			SHORT TEST	1.36	15.4	601.5	1.41	14.1
					REPLICATE	1.36	19.6	601.2	1.31	13.9
294	75	LINC	CONT	460	SHORT TEST	0.88	31.5	690.9	0.85	11.9
					REPLICATE	0.83	33.1	689.0	0.85	11.9
		AFTER MTCE.			SHORT TEST	1.11	23.1	670.6	1.06	12.5
					REPLICATE	1.14	21.9	674.1	1.04	12.5
295	75	MERC	MONA	302	SHORT TEST	0.56	10.5	509.8	0.47	16.8
					REPLICATE	1.13	21.8	502.5	0.55	16.4
		AFTER MTCE.			SHORT TEST	0.73	5.7	502.9	0.79	17.3
					REPLICATE	0.72	6.2	485.9	0.72	17.8
297	75	MERC	MONT	351	SHORT TEST	0.98	24.1	544.9	0.88	15.1
					REPLICATE	0.91	24.2	551.8	0.96	15.0
		AFTER MTCE.			SHORT TEST	0.90	16.8	565.6	1.57	14.9
					REPLICATE	0.91	17.2	567.6	1.59	14.9
298	75	MERC	COUG	351	SHORT TEST	1.39	30.8	532.3	1.55	15.2
					REPLICATE	1.40	33.5	540.6	1.50	14.9
		AFTER MTCE.			SHORT TEST	1.16	15.6	650.6	1.64	13.1
					REPLICATE	1.26	11.1	642.4	1.70	13.4

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	MPG FUEL ECON
						-----GRAMS PER MILE-----				
300	75	OLDS	OMEG	260	SHORT TEST	1.33	28.9	438.5	1.09	18.2
					REPLICATE	1.45	30.6	435.6	1.19	18.2
		AFTER MTCE.			SHORT TEST	1.21	35.5	400.6	0.83	19.3
					REPLICATE	1.22	24.1	411.2	0.88	19.6
303	75	OLDS	STAW	350	SHORT TEST	3.18	37.3	425.6	0.88	18.0
					REPLICATE	4.38	45.7	395.3	0.77	18.5
		AFTER MTCE.			SHORT TEST	1.04	21.1	471.0	0.57	17.5
					REPLICATE	1.01	25.3	463.7	0.61	17.5
307	75	PLYM	DUST	225	SHORT TEST	1.37	36.8	318.1	1.91	23.2
					REPLICATE	1.88	36.3	319.7	1.97	23.2
		AFTER MTCE.			SHORT TEST	0.75	14.8	350.8	1.17	23.6
					REPLICATE	0.71	15.6	353.8	1.01	23.3
308	75	PLYM	SCAM	318	SHORT TEST	1.55	20.8	453.2	1.21	18.1
					REPLICATE	1.54	20.9	457.9	1.13	17.9
		AFTER MTCE.			SHORT TEST	1.12	13.3	479.0	0.67	17.6
					REPLICATE	1.31	16.8	480.7	0.78	17.4
309	75	PLYM	VALI	318	SHORT TEST	3.04	75.5	393.2	1.44	17.0
					REPLICATE	3.14	91.2	381.3	1.43	16.6
		AFTER MTCE.			SHORT TEST	0.81	12.0	446.9	0.79	18.9
					REPLICATE	1.53	21.8	434.2	1.42	18.8
310	75	PLYM	FURY	318	SHORT TEST	3.76	56.1	396.6	1.25	17.9
					REPLICATE	3.78	54.5	400.4	1.14	17.8
		AFTER MTCE.			SHORT TEST	1.45	19.2	458.9	1.13	18.0
					REPLICATE	1.19	14.4	477.6	1.06	17.6
311	75	PLYM	FURY	360	SHORT TEST	2.47	53.7	449.4	1.82	16.4
					REPLICATE	2.47	50.7	435.3	1.80	17.0
		AFTER MTCE.			SHORT TEST	2.07	47.6	476.3	1.29	15.9
					REPLICATE	2.02	41.7	476.7	1.43	16.2
312	75	PLYM	FURY	400	SHORT TEST	3.54	46.2	500.0	1.86	15.2
					REPLICATE	3.54	47.1	501.3	1.79	15.1
		AFTER MTCE.			SHORT TEST	3.06	50.5	524.3	1.27	14.5
					REPLICATE	3.26	52.5	518.5	1.25	14.5
313	75	PLYM	FURY	360	SHORT TEST	1.97	31.5	458.2	2.05	17.3
					REPLICATE	2.23	36.7	461.5	2.00	16.9
		AFTER MTCE.			SHORT TEST	0.65	13.3	515.1	1.11	16.5
					REPLICATE	0.66	13.8	521.6	1.19	16.3

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID		TEST TYPE	HC	CO	CO2	NOXC	ECON
314	75	PONT	ASTR	140		SHORT TEST	2.24	66.4	266.5	0.47	23.5
						REPLICATE	2.24	66.8	261.2	0.45	23.8
					AFTER MTCE.	SHORT TEST	0.78	16.7	324.3	0.38	25.1
						REPLICATE	1.16	27.7	297.1	0.34	25.8
316	75	PONT	LEMA	350		SHORT TEST	1.83	45.2	465.6	1.26	16.4
						REPLICATE	2.03	52.6	462.7	1.33	16.1
					AFTER MTCE.	SHORT TEST	0.86	15.0	493.9	0.95	17.1
						REPLICATE	0.61	12.5	487.9	0.93	17.4
318	75	PONT	LEMA	350		SHORT TEST	0.33	2.9	482.7	4.15	18.2
						REPLICATE	0.37	1.5	479.6	3.88	18.4
					AFTER MTCE.	SHORT TEST	0.86	2.4	454.2	4.23	19.3
						REPLICATE	0.68	2.2	454.0	4.14	19.3
320	75	PONT	STAW	400		SHORT TEST	0.45	14.3	546.5	1.80	15.6
						REPLICATE	0.45	10.3	553.6	1.75	15.5
					AFTER MTCE.	SHORT TEST	0.58	22.2	548.6	1.18	15.2
						REPLICATE	0.53	16.6	548.5	1.14	15.4
321	75	PONT	GRNV	455		SHORT TEST	0.41	9.6	595.0	0.95	14.5
						REPLICATE	0.39	9.7	595.8	0.98	14.5
					AFTER MTCE.	SHORT TEST	0.43	11.1	628.9	1.09	13.7
						REPLICATE	0.42	11.8	627.3	1.00	13.7
322	75	AUDI	FOX	97		SHORT TEST	1.07	3.7	298.9	0.74	28.8
						REPLICATE	1.11	4.4	293.3	0.76	29.2
					AFTER MTCE.	SHORT TEST	1.29	2.7	329.9	0.87	26.2
						REPLICATE	1.35	2.6	321.8	0.87	26.9
323	76	CAPR	GHIA	171		SHORT TEST	0.50	3.1	453.0	0.61	19.3
						REPLICATE	0.44	3.4	448.9	0.53	19.5
					AFTER MTCE.	SHORT TEST	0.52	2.5	438.4	0.71	20.0
						REPLICATE	0.89	8.8	431.6	0.82	19.8
325	75	COLT	SEDA	98		SHORT TEST	1.60	29.7	338.9	0.76	22.7
						REPLICATE	1.93	28.3	341.1	0.77	22.7
					AFTER MTCE.	SHORT TEST	1.57	22.7	340.7	0.91	23.3
						REPLICATE	1.62	23.2	330.2	0.93	23.9
326	75	DATS	710	119		SHORT TEST	1.58	31.2	279.7	1.45	26.6
						REPLICATE	1.56	31.1	279.5	1.38	26.6
					AFTER MTCE.	SHORT TEST	2.26	27.4	274.7	1.01	27.3
						REPLICATE	2.27	30.3	276.7	0.98	26.8

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	MPG FUEL ECON
						-----GRAMS PER MILE-----				
327	75	DATS	B210	85	SHORT TEST	1.43	16.8	243.9	1.05	32.3
					REPLICATE	1.50	13.9	246.7	1.14	32.5
		AFTER MTCE.			SHORT TEST	1.41	16.5	241.9	1.06	32.6
					REPLICATE	1.33	15.0	251.3	1.18	31.8
328	75	DATS	SEDA	119	SHORT TEST	1.49	25.2	278.3	1.76	27.5
					REPLICATE	1.47	24.4	281.8	1.85	27.3
		AFTER MTCE.			SHORT TEST	1.38	27.3	292.8	1.18	26.1
					REPLICATE	1.58	26.8	294.8	1.25	26.0
329	75	FIAT	STAW	78	SHORT TEST	1.17	22.5	272.4	3.73	28.5
					REPLICATE	1.29	24.7	269.3	3.59	28.4
		AFTER MTCE.			SHORT TEST	0.66	11.0	328.8	0.82	25.5
					REPLICATE	0.68	13.6	324.9	0.75	25.5
330	75	FIAT	X1-9	79	SHORT TEST	0.29	5.6	318.6	1.74	27.0
					REPLICATE	0.37	6.5	312.8	1.87	27.4
		AFTER MTCE.			SHORT TEST	0.43	7.5	311.9	1.81	27.3
					REPLICATE	0.49	11.3	315.6	1.92	26.5
331	75	HOND	CVCC	91	SHORT TEST	1.17	8.6	236.7	1.20	34.9
					REPLICATE	1.15	8.9	227.4	1.08	36.2
		AFTER MTCE.			SHORT TEST	N/A				
					REPLICATE	N/A				
332	75	MAZD	RX3	70	SHORT TEST	0.23	4.1	555.5	0.40	15.8
					REPLICATE	0.53	6.8	544.2	0.45	15.9
		AFTER MTCE.			SHORT TEST	12.63	61.5	361.4	0.46	17.8
					REPLICATE	9.28	29.3	426.1	0.46	17.7
333	75	MAZD	RX3	70	SHORT TEST	9.98	87.1	579.4	0.42	11.9
					REPLICATE	1.12	11.1	912.7	0.43	9.5
		AFTER MTCE.			SHORT TEST	0.93	8.9	506.8	0.56	16.9
					REPLICATE	0.88	8.1	495.5	0.51	17.4
335	75	MG	MGB	110	SHORT TEST	0.39	11.3	375.6	0.57	22.5
					REPLICATE	0.52	11.3	386.3	0.57	21.9
		AFTER MTCE.			SHORT TEST	0.55	14.2	387.0	0.56	21.6
					REPLICATE	0.65	13.4	382.8	0.57	21.9
336	75	OPEL	STAW	116	SHORT TEST	1.98	34.8	326.6	0.98	22.9
					REPLICATE	1.84	33.5	326.4	1.01	23.1
		AFTER MTCE.			SHORT TEST	1.53	21.4	344.4	1.19	23.2
					REPLICATE	1.68	22.5	342.2	1.20	23.2

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
338	75	PORS	911S	164	SHORT TEST	1.97	26.6	402.5	1.24	19.7
					REPLICATE	1.76	25.6	400.3	1.15	19.9
		AFTER MTCE.			SHORT TEST	0.75	16.8	411.9	0.99	20.1
					REPLICATE	0.74	14.8	411.7	1.01	20.3
340	75	TOYO	CELI	133	SHORT TEST	2.16	20.2	328.9	1.60	24.2
					REPLICATE	2.32	21.0	325.7	1.66	24.2
		AFTER MTCE.			SHORT TEST	1.75	19.8	357.1	2.07	22.5
					REPLICATE	1.54	20.7	356.6	2.09	22.5
341	75	TOYO	CORO	97	SHORT TEST	1.36	20.8	301.2	1.93	26.2
					REPLICATE	1.54	21.9	303.4	2.03	25.9
		AFTER MTCE.			SHORT TEST	1.08	19.1	298.7	1.56	26.7
					REPLICATE	1.04	18.8	299.8	1.75	26.7
342	75	VOLK	SEDA	97	SHORT TEST	2.03	14.0	244.0	1.32	32.6
					REPLICATE	2.04	13.9	246.0	1.43	32.4
		AFTER MTCE.			SHORT TEST	2.30	19.8	257.3	1.45	30.0
					REPLICATE	2.15	9.6	264.5	1.35	31.0
343	75	VOLK	RABB	90	SHORT TEST	1.92	43.6	229.5	0.59	29.2
					REPLICATE	2.09	45.4	228.8	0.53	28.9
		AFTER MTCE.			SHORT TEST	2.51	58.2	206.9	0.44	29.0
					REPLICATE	2.71	59.9	203.6	0.42	29.0
345	75	VOLV	SEDA	121	SHORT TEST	1.31	49.0	339.1	0.57	21.1
					REPLICATE	1.27	44.3	346.8	0.67	21.1
		AFTER MTCE.			SHORT TEST	1.53	78.8	412.6	0.32	16.4
					REPLICATE	1.40	70.6	425.9	0.34	16.4
511	75	FORD	GRAN	200	SHORT TEST	0.62	13.7	434.1	0.58	19.4
					REPLICATE	0.62	15.1	440.4	0.54	19.0
		AFTER MTCE.			SHORT TEST	0.69	7.6	392.5	0.50	21.8
					REPLICATE	1.00	9.5	401.3	0.56	21.2
512	75	MERC	MONA	250	SHORT TEST	0.30	4.6	490.4	1.49	17.8
					REPLICATE	0.33	6.7	490.5	1.42	17.7
		AFTER MTCE.			SHORT TEST	0.25	3.3	519.8	1.32	16.9
					REPLICATE	0.27	3.9	526.5	1.45	16.6
513	75	OLDS	OMEG	250	SHORT TEST	0.78	5.8	435.5	2.44	19.9
					REPLICATE	0.69	6.9	431.3	2.48	20.0
		AFTER MTCE.			SHORT TEST	0.88	8.7	381.3	1.62	22.3
					REPLICATE	0.72	8.6	387.7	1.50	22.0

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	MPG FUEL ECON
						-----GRAMS PER MILE-----				
514	75	PLYM	GRNF	400	SHORT TEST	4.06	90.2	522.8	1.15	13.1
					REPLICATE	3.58	87.4	530.8	1.06	13.1
		AFTER MTCE.			SHORT TEST	0.56	28.0	592.9	0.43	13.9
					REPLICATE	0.83	42.3	645.7	0.62	12.4
515	75	PONT	VENT	250	SHORT TEST	0.29	7.7	368.5	2.90	23.3
					REPLICATE	0.28	5.1	369.1	3.06	23.5
		AFTER MTCE.			SHORT TEST	0.32	7.7	439.1	1.23	19.6
					REPLICATE	0.23	6.2	435.6	1.24	19.9
516	75	BMW	SEDA	121	SHORT TEST	0.25	4.3	384.7	0.57	22.6
					REPLICATE	0.28	4.9	377.3	0.64	23.0
		AFTER MTCE.			SHORT TEST	N/A				
					REPLICATE	N/A				
517	75	BMW	530I	182	SHORT TEST	4.22	46.8	560.4	0.38	13.7
					REPLICATE	0.97	23.2	599.0	0.44	13.9
		AFTER MTCE.			SHORT TEST	N/A				
					REPLICATE	N/A				
518	75	SUBA	STAW	83	SHORT TEST	2.06	15.5	252.5	1.80	31.3
					REPLICATE	2.13	15.2	245.8	1.75	32.1
		AFTER MTCE.			SHORT TEST	2.53	16.1	245.8	1.63	31.8
					REPLICATE	2.31	16.4	250.1	1.59	31.3
519	75	MERB	450S	276	SHORT TEST	1.11	7.0	548.8	1.22	15.8
					REPLICATE	1.18	7.2	538.2	1.32	16.0
		AFTER MTCE.			SHORT TEST	1.09	5.7	543.1	1.12	16.0
					REPLICATE	1.31	4.4	551.0	1.24	15.8
520	75	PORS	914	120	SHORT TEST	1.22	20.5	313.7	0.92	25.4
					REPLICATE	0.97	16.0	310.9	0.95	26.2
		AFTER MTCE.			SHORT TEST	N/A				
					REPLICATE	N/A				
521	75	SAAB	99LE	121	SHORT TEST	2.75	9.1	265.0	2.18	30.8
					REPLICATE	2.84	5.1	278.7	2.19	30.0
		AFTER MTCE.			SHORT TEST	N/A				
					REPLICATE	N/A				
522	75	AMMO	HORN	232	SHORT TEST	1.66	11.2	323.6	3.81	25.6
					REPLICATE	1.65	11.7	325.3	3.50	25.4
		AFTER MTCE.			SHORT TEST	1.42	14.1	373.4	2.03	22.2
					REPLICATE	1.52	13.9	381.8	2.00	21.7

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
523	75	AMMO	HORN	258	SHORT TEST	1.76	25.4	427.0	2.04	18.8
					REPLICATE	1.69	24.4	428.2	1.91	18.8
		AFTER MTCE.			SHORT TEST	1.55	14.1	429.1	2.25	19.5
					REPLICATE	1.58	18.4	424.2	2.13	19.4
524	75	DODG	MONA	440	SHORT TEST	2.70	30.1	525.7	3.01	15.3
					REPLICATE	2.58	29.2	527.0	3.00	15.3
		AFTER MTCE.			SHORT TEST	0.28	4.2	613.5	2.19	14.3
					REPLICATE	0.30	5.8	601.4	2.26	14.5
525	75	MERC	MARQ	460	SHORT TEST	0.88	17.5	670.2	1.54	12.7
					REPLICATE	0.84	17.4	676.7	1.55	12.6
		AFTER MTCE.			SHORT TEST	0.82	7.9	674.4	1.39	12.9
					REPLICATE	0.75	9.0	684.9	1.42	12.7
534	75	AMMO	GREM	232	SHORT TEST	2.53	30.5	273.5	2.12	26.9
					REPLICATE	2.50	33.5	268.8	1.92	26.9
		AFTER MTCE.			SHORT TEST	1.74	15.0	279.1	1.28	28.8
					REPLICATE	1.81	16.5	284.9	1.32	28.0
535	76	AMMO	HORN	232	SHORT TEST	1.54	23.7	338.3	2.40	23.3
					REPLICATE	1.47	20.1	341.7	2.48	23.5
		AFTER MTCE.			SHORT TEST	1.63	15.3	340.0	2.55	24.0
					REPLICATE	1.59	14.3	345.0	2.64	23.8
536	75	AMMO	PACE	258	SHORT TEST	2.52	72.8	384.1	1.22	17.5
					REPLICATE	2.39	68.7	361.9	1.04	18.6
		AFTER MTCE.			SHORT TEST	2.31	61.0	388.1	1.23	18.1
					REPLICATE	2.21	66.9	369.9	1.02	18.4
538	75	AMMO	HORN	232	SHORT TEST	2.28	27.3	334.8	1.82	23.1
					REPLICATE	1.39	21.1	336.7	2.21	23.7
		AFTER MTCE.			SHORT TEST	1.17	11.9	334.8	1.91	24.8
					REPLICATE	1.09	11.6	333.8	1.90	25.0
540	75	AMMO	PACE	258	SHORT TEST	1.71	35.7	371.9	1.70	20.5
					REPLICATE	1.71	34.1	380.8	1.78	20.2
		AFTER MTCE.			SHORT TEST	1.81	76.2	463.6	1.03	15.1
					REPLICATE	1.58	62.2	460.4	1.07	15.8
544	75	BUIC	LESA	350	SHORT TEST	2.53	67.9	469.3	0.71	15.2
					REPLICATE	2.72	70.8	463.7	0.58	15.2
		AFTER MTCE.			SHORT TEST	1.25	35.9	517.4	0.63	15.4
					REPLICATE	1.63	57.5	589.1	1.09	13.0

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	GRAMS PER MILE HC	CO	CO2	NOXC	MPG FUEL ECON
547	75	BUIC	REGA	350	SHORT TEST	2.55	56.9	466.8	0.89	15.7
					REPLICATE	2.41	57.4	444.5	0.86	16.4
		AFTER MTCE.			SHORT TEST	1.12	19.9	495.5	0.85	16.7
					REPLICATE	1.07	16.8	474.1	0.85	17.6
549	75	BUIC	LESA	350	SHORT TEST	1.29	27.5	532.8	0.87	15.3
					REPLICATE	2.00	30.9	500.5	2.73	16.0
		AFTER MTCE.			SHORT TEST	0.37	12.7	583.5	0.27	14.7
					REPLICATE	0.37	12.9	596.7	0.24	14.4
550	75	BUIC	LESA	350	SHORT TEST	3.42	103.1	446.9	0.68	14.3
					REPLICATE	3.07	92.2	443.1	0.64	14.8
		AFTER MTCE.			SHORT TEST	2.03	44.8	508.9	0.85	15.2
					REPLICATE	1.96	46.3	505.3	0.93	15.2
551	75	BUIC	LESA	455	SHORT TEST	3.29	69.5	496.3	0.65	14.4
					REPLICATE	3.42	68.1	485.4	0.67	14.7
		AFTER MTCE.			SHORT TEST	2.24	54.2	523.2	0.50	14.4
					REPLICATE	2.08	51.6	537.6	0.51	14.2
553	75	BUIC	RIVI	455	SHORT TEST	3.26	87.3	546.6	0.82	12.8
					REPLICATE	3.12	81.7	538.7	0.74	13.1
		AFTER MTCE.			SHORT TEST	1.73	31.8	579.6	0.69	14.0
					REPLICATE	1.84	29.6	575.4	0.82	14.1
554	75	BUIC	STAW	455	SHORT TEST	3.47	79.4	548.6	0.92	13.0
					REPLICATE	3.44	66.4	557.9	0.96	13.2
		AFTER MTCE.			SHORT TEST	2.15	46.6	596.2	0.77	13.1
					REPLICATE	2.56	48.8	623.7	0.93	12.5
559	75	CADI	ELDO	500	SHORT TEST	4.20	87.4	502.5	1.42	13.6
					REPLICATE	4.60	102.7	489.1	1.20	13.3
		AFTER MTCE.			SHORT TEST	2.12	41.9	534.6	0.88	14.6
					REPLICATE	2.07	40.3	554.4	0.87	14.2
560	75	CADI	DEVI	500	SHORT TEST	3.84	66.5	477.2	1.52	14.9
					REPLICATE	3.86	63.8	482.0	1.51	14.9
		AFTER MTCE.			SHORT TEST	2.46	59.4	520.8	1.25	14.3
					REPLICATE	2.03	53.9	532.3	1.15	14.2
565	75	CHEV	VEGA	140	SHORT TEST	3.53	65.5	261.1	1.00	23.7
					REPLICATE	3.48	60.7	242.5	0.91	25.4
		AFTER MTCE.			SHORT TEST	1.84	24.4	307.9	0.96	25.2
					REPLICATE	1.63	24.2	296.4	0.97	26.1

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	GRAMS PER MILE				MPG FUEL ECON
						HC	CO	CO2	NOXC	
567	75	CHEV	VEGA	140	SHORT TEST	1.97	26.4	362.8	0.72	21.6
					REPLICATE	2.01	24.2	365.5	0.84	21.7
		AFTER MTCE.			SHORT TEST	0.45	11.5	363.5	0.68	23.2
					REPLICATE	0.34	9.3	358.0	0.76	23.8
568	75	CHEV	VEGA	140	SHORT TEST	1.97	35.2	335.9	0.63	22.3
					REPLICATE	1.68	26.0	342.8	0.59	22.8
		AFTER MTCE.			SHORT TEST	0.53	5.6	355.3	0.56	24.3
					REPLICATE	0.44	5.6	356.0	0.62	24.2
569	75	CHEV	VEGA	140	SHORT TEST	1.38	27.9	305.8	0.53	25.1
					REPLICATE	1.26	27.4	318.4	0.57	24.3
		AFTER MTCE.			SHORT TEST	0.42	10.1	335.9	0.60	25.1
					REPLICATE	0.31	7.6	354.6	0.66	24.2
570	75	CHEV	MONZ	140	SHORT TEST	1.87	36.8	310.1	0.63	23.7
					REPLICATE	1.94	38.4	315.9	0.57	23.2
		AFTER MTCE.			SHORT TEST	1.37	16.5	343.7	0.34	23.7
					REPLICATE	0.89	9.3	356.2	0.60	23.8
571	75	CHEV	VEGA	140	SHORT TEST	3.15	59.3	259.2	0.65	24.5
					REPLICATE	2.97	54.4	270.5	0.77	24.3
		AFTER MTCE.			SHORT TEST	3.96	55.5	262.2	0.66	24.5
					REPLICATE	3.70	46.8	262.5	0.70	25.5
580	75	CHEV	NOVA	350	SHORT TEST	2.76	52.4	411.2	0.85	17.7
					REPLICATE	2.67	57.8	390.4	0.80	18.1
		AFTER MTCE.			SHORT TEST	0.75	14.5	482.8	0.44	17.5
					REPLICATE	0.69	12.5	478.9	0.43	17.7
581	75	CHEV	NOVA	350	SHORT TEST	2.95	91.9	469.5	1.12	14.2
					REPLICATE	2.92	92.7	458.9	1.09	14.5
		AFTER MTCE.			SHORT TEST	1.65	34.8	492.9	0.64	16.1
					REPLICATE	1.46	33.6	490.1	0.57	16.2
582	75	CHEV	NOVA	350	SHORT TEST	1.69	39.4	438.8	0.69	17.5
					REPLICATE	1.79	43.3	431.7	0.68	17.6
		AFTER MTCE.			SHORT TEST	0.93	24.7	469.6	0.56	17.4
					REPLICATE	0.88	23.9	463.6	0.55	17.6
583	75	CHEV	NOVA	350	SHORT TEST	3.68	70.0	405.2	0.65	16.8
					REPLICATE	3.97	79.4	405.2	0.67	16.4
		AFTER MTCE.			SHORT TEST	2.35	39.8	419.0	0.52	18.1
					REPLICATE	2.39	42.6	374.6	0.49	19.8

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
588	75	CHEV	MONT	350	SHORT TEST	2.00	45.1	468.2	1.24	16.3
					REPLICATE	2.02	46.0	466.9	1.38	16.3
		AFTER MTCE.			SHORT TEST	1.16	24.3	460.5	0.75	17.7
					REPLICATE	1.01	21.1	463.5	0.78	17.8
589	75	CHEV	MALI	350	SHORT TEST	3.92	104.1	385.7	0.52	15.8
					REPLICATE	3.56	94.6	396.1	0.65	16.0
		AFTER MTCE.			SHORT TEST	2.27	75.8	443.8	0.34	15.6
					REPLICATE	2.67	71.1	469.0	0.36	15.1
591	75	CHEV	MONT	350	SHORT TEST	4.12	112.1	378.8	0.40	15.6
					REPLICATE	3.80	108.7	365.9	0.40	16.2
		AFTER MTCE.			SHORT TEST	2.04	76.8	486.6	0.35	14.5
					REPLICATE	2.12	82.4	484.0	0.39	14.3
592	75	CHEV	MONT	350	SHORT TEST	2.52	69.1	396.7	0.60	17.3
					REPLICATE	2.79	78.0	394.3	0.55	16.9
		AFTER MTCE.			SHORT TEST	0.45	19.6	517.5	0.48	16.1
					REPLICATE	1.42	43.8	459.4	0.36	16.7
593	75	CHEV	MALI	350	SHORT TEST	3.01	62.6	430.6	0.78	16.5
					REPLICATE	2.80	67.3	399.0	0.62	17.3
		AFTER MTCE.			SHORT TEST	0.62	11.0	507.6	0.77	16.8
					REPLICATE	0.56	11.3	501.7	0.80	17.0
594	75	CHEV	MONT	350	SHORT TEST	2.06	58.9	419.8	0.53	17.1
					REPLICATE	2.28	65.9	416.2	0.56	16.8
		AFTER MTCE.			SHORT TEST	0.47	21.7	500.2	0.40	16.6
					REPLICATE	0.92	36.8	486.6	0.35	16.2
595	75	CHEV	MALI	350	SHORT TEST	2.04	42.8	467.9	0.96	16.4
					REPLICATE	2.05	47.5	463.2	1.08	16.3
		AFTER MTCE.			SHORT TEST	1.92	43.7	469.5	0.68	16.3
					REPLICATE	1.33	35.8	478.5	0.75	16.5
596	75	CHEV	STAW	350	SHORT TEST	2.65	64.2	487.4	0.95	14.9
					REPLICATE	2.61	68.2	492.4	0.88	14.6
		AFTER MTCE.			SHORT TEST	0.70	9.7	524.7	1.11	16.4
					REPLICATE	0.56	10.2	526.3	1.10	16.3
598	75	CHEV	NOVA	350	SHORT TEST	4.01	96.4	364.6	0.59	16.8
					REPLICATE	4.23	99.0	358.6	0.57	16.8
		AFTER MTCE.			SHORT TEST	2.08	42.0	422.6	0.46	17.9
					REPLICATE	1.66	58.5	407.6	0.39	17.6

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC-----	MPG FUEL ECON
599	75	CHEV	MONT	350	SHORT TEST	2.21	40.6	422.9	2.24	18.0
					REPLICATE	2.10	39.0	417.2	2.09	18.3
		AFTER MTCE.			SHORT TEST	1.54	36.4	443.4	0.60	17.6
					REPLICATE	2.89	42.1	425.3	0.61	17.7
600	75	CHEV	MALI	350	SHORT TEST	3.99	85.0	368.1	0.61	17.3
					REPLICATE	4.13	80.9	370.1	0.72	17.4
		AFTER MTCE.			SHORT TEST	1.95	23.9	438.3	0.72	18.4
					REPLICATE	1.90	20.5	453.6	0.70	18.0
608	75	CHEV	CAPR	454	SHORT TEST	11.21	9.5	713.1	2.14	11.6
					REPLICATE	10.42	10.4	714.2	2.00	11.6
		AFTER MTCE.			SHORT TEST	0.80	1.9	695.7	1.67	12.7
					REPLICATE	0.70	1.5	696.6	1.74	12.7
609	75	CHRY	CORD	360	SHORT TEST	1.95	40.0	462.4	0.95	16.7
					REPLICATE	1.93	44.2	460.5	0.97	16.6
		AFTER MTCE.			SHORT TEST	1.63	49.8	505.5	0.75	15.1
					REPLICATE	1.55	46.5	503.2	0.66	15.3
610	75	CHRY	CORD	360	SHORT TEST	1.78	30.0	490.2	1.48	16.3
					REPLICATE	1.89	33.4	500.1	1.47	15.9
		AFTER MTCE.			SHORT TEST	0.83	15.7	530.5	1.43	15.9
					REPLICATE	0.99	19.6	516.9	1.40	16.1
611	75	CHRY	NEWP	400	SHORT TEST	10.21	127.0	441.6	1.05	13.2
					REPLICATE	9.80	129.1	427.3	1.09	13.4
		AFTER MTCE.			SHORT TEST	1.35	34.6	575.6	1.37	14.0
					REPLICATE	1.58	41.9	554.9	1.26	14.2
613	75	CHRY	NEWP	400	SHORT TEST	3.70	83.0	500.4	1.65	13.8
					REPLICATE	3.69	74.7	501.1	1.72	14.1
		AFTER MTCE.			SHORT TEST	1.39	36.3	600.6	0.93	13.4
					REPLICATE	1.51	35.5	593.0	0.85	13.6
615	75	CHRY	NEWY	440	SHORT TEST	2.55	52.9	568.2	1.67	13.5
					REPLICATE	2.66	53.9	565.4	1.81	13.5
		AFTER MTCE.			SHORT TEST	0.26	9.4	653.1	0.63	13.3
					REPLICATE	0.23	7.4	661.7	0.65	13.2
616	75	DODG	DART	225	SHORT TEST	2.24	47.2	327.0	1.85	21.7
					REPLICATE	1.93	29.5	345.0	2.34	22.3
		AFTER MTCE.			SHORT TEST	2.11	46.8	325.6	1.14	21.9
					REPLICATE	1.99	36.3	333.9	1.35	22.3

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
618	75	DODG	DART	318	SHORT TEST	2.29	39.6	421.7	1.85	18.1
					REPLICATE	2.01	34.8	399.4	1.72	19.3
		AFTER MTCE.			SHORT TEST	0.25	1.8	497.8	1.70	17.7
					REPLICATE	0.24	2.2	492.7	1.55	17.9
620	75	DODG	CHAR	318	SHORT TEST	2.92	49.8	401.1	2.66	18.2
					REPLICATE	2.68	49.0	401.7	2.90	18.2
		AFTER MTCE.			SHORT TEST	1.06	17.6	465.0	0.78	17.9
					REPLICATE	1.42	24.0	463.4	0.89	17.6
621	75	DODG	CHAR	360	SHORT TEST	2.10	51.9	428.4	2.01	17.2
					REPLICATE	2.06	50.3	423.5	2.05	17.4
		AFTER MTCE.			SHORT TEST	0.91	21.6	490.1	0.59	16.8
					REPLICATE	1.07	26.6	479.9	0.64	16.9
622	75	DODG	CHAR	400	SHORT TEST	2.37	35.9	493.2	1.23	15.9
					REPLICATE	2.31	32.9	500.3	1.28	15.9
		AFTER MTCE.			SHORT TEST	1.89	66.8	523.6	0.36	14.0
					REPLICATE	2.62	68.0	514.9	0.24	14.1
623	75	DODG	MONA	400	SHORT TEST	4.92	104.4	505.0	0.72	13.0
					REPLICATE	4.03	99.6	476.4	0.70	13.7
		AFTER MTCE.			SHORT TEST	2.49	80.1	518.4	0.63	13.6
					REPLICATE	2.30	70.8	523.4	0.61	13.8
624	75	FORD	PINT	140	SHORT TEST	1.27	15.5	319.4	1.51	25.5
					REPLICATE	1.31	14.6	308.6	1.53	26.4
		AFTER MTCE.			SHORT TEST	1.21	17.9	336.8	1.07	24.1
					REPLICATE	1.17	16.4	322.9	1.07	25.2
649	75	FORD	GRAN	302	SHORT TEST	4.08	93.6	404.4	0.37	15.7
					REPLICATE	3.86	87.3	387.4	0.35	16.5
		AFTER MTCE.			SHORT TEST	3.34	96.5	434.2	0.38	14.9
					REPLICATE	3.02	81.8	456.0	0.34	14.9
653	75	FORD	STAW	351	SHORT TEST	1.35	40.8	539.4	1.30	14.6
					REPLICATE	1.25	41.0	542.0	1.38	14.5
		AFTER MTCE.			SHORT TEST	0.97	30.3	605.0	0.84	13.5
					REPLICATE	0.77	30.2	603.6	0.76	13.6
654	75	FORD	ELIT	400	SHORT TEST	3.18	9.9	582.3	3.08	14.6
					REPLICATE	3.67	4.3	475.1	3.11	18.0
		AFTER MTCE.			SHORT TEST	0.68	17.6	662.4	1.25	12.8
					REPLICATE	0.63	18.0	652.8	1.14	13.0

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
655	75	FORD	LTD	460	SHORT TEST	1.94	71.9	666.7	0.69	11.3
					REPLICATE	1.10	34.0	684.7	0.85	12.0
		AFTER MTCE.			SHORT TEST	1.64	11.7	685.4	1.07	12.5
					REPLICATE	1.33	20.9	682.9	0.96	12.3
656	75	FORD	GRAN	351	SHORT TEST	2.61	63.4	490.0	1.45	14.8
					REPLICATE	2.41	59.3	494.2	1.55	14.9
		AFTER MTCE.			SHORT TEST	2.75	11.5	492.1	1.23	17.1
					REPLICATE	1.94	18.3	548.8	1.34	15.2
664	75	FORD	THND	460	SHORT TEST	2.30	67.7	595.9	0.90	12.5
					REPLICATE	2.74	103.3	559.6	0.76	12.1
		AFTER MTCE.			SHORT TEST	1.12	23.2	724.6	0.98	11.6
					REPLICATE	1.11	30.3	711.3	0.93	11.6
665	76	LINC	CONT	460	SHORT TEST	0.81	10.4	619.3	1.20	13.9
					REPLICATE	1.22	10.4	593.3	1.45	14.5
		AFTER MTCE.			SHORT TEST	1.42	0.6	694.8	2.18	12.7
					REPLICATE	0.61	4.8	687.0	1.58	12.7
667	75	MERC	MONA	200	SHORT TEST	1.08	10.2	355.3	0.44	23.7
					REPLICATE	1.50	11.3	356.8	0.40	23.4
		AFTER MTCE.			SHORT TEST	0.99	10.5	357.5	0.43	23.5
					REPLICATE	0.79	9.0	346.9	0.48	24.4
672	75	MERC	MONG	351	SHORT TEST	1.91	47.5	528.0	0.59	14.6
					REPLICATE	1.77	49.7	546.0	0.55	14.1
		AFTER MTCE.			SHORT TEST	1.43	16.5	578.3	1.06	14.6
					REPLICATE	1.36	16.5	569.5	0.92	14.8
675	75	OLDS	OMEG	260	SHORT TEST	1.29	21.6	415.1	1.49	19.6
					REPLICATE	1.33	21.2	411.1	1.46	19.8
		AFTER MTCE.			SHORT TEST	0.26	3.4	517.3	0.71	17.0
					REPLICATE	0.24	3.5	520.2	0.83	16.9
689	75	PLYM	DUST	225	SHORT TEST	2.28	40.8	373.7	0.56	19.9
					REPLICATE	2.18	35.7	336.0	0.44	22.2
		AFTER MTCE.			SHORT TEST	0.65	9.7	362.0	0.45	23.4
					REPLICATE	1.13	16.5	346.8	0.35	23.6
690	75	PLYM	VALI	225	SHORT TEST	2.59	56.6	351.1	1.65	19.8
					REPLICATE	2.48	57.6	351.0	1.63	19.7
		AFTER MTCE.			SHORT TEST	1.64	35.3	370.2	1.29	20.6
					REPLICATE	1.40	32.0	376.6	1.43	20.6

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
691	75	PLYM	DUST	225	SHORT TEST	2.23	36.6	327.2	1.30	22.7
					REPLICATE	2.17	32.1	327.8	1.32	23.0
		AFTER MTCE.			SHORT TEST	1.42	30.7	360.1	0.74	21.5
					REPLICATE	1.38	29.6	352.2	0.84	22.0
694	75	PLYM	FURY	360	SHORT TEST	5.76	95.7	428.9	1.60	14.9
					REPLICATE	5.07	90.5	413.4	1.64	15.5
		AFTER MTCE.			SHORT TEST	1.53	33.5	526.0	1.71	15.2
					REPLICATE	0.91	20.3	540.1	1.67	15.4
696	75	PONT	FIRE	250	SHORT TEST	1.99	44.1	333.5	2.15	21.7
					REPLICATE	2.17	45.1	329.3	2.11	21.8
		AFTER MTCE.			SHORT TEST	0.32	3.4	363.1	1.99	24.0
					REPLICATE	0.39	3.2	368.2	1.99	23.7
698	75	PONT	FIRE	350	SHORT TEST	6.99	149.6	352.9	0.24	14.5
					REPLICATE	6.84	116.5	391.2	0.38	14.9
		AFTER MTCE.			SHORT TEST	3.24	82.0	394.4	0.63	16.6
					REPLICATE	3.40	82.5	403.9	0.67	16.3
699	75	PONT	LEMA	350	SHORT TEST	2.35	73.3	428.7	1.82	16.1
					REPLICATE	1.92	46.2	460.3	2.56	16.5
		AFTER MTCE.			SHORT TEST	0.79	23.2	460.8	1.82	17.8
					REPLICATE	0.72	13.8	477.8	2.24	17.7
700	75	PONT	CATA	400	SHORT TEST	4.79	94.5	418.8	1.19	15.2
					REPLICATE	4.28	89.0	431.8	1.24	15.2
		AFTER MTCE.			SHORT TEST	3.12	96.3	517.3	0.38	13.1
					REPLICATE	2.87	87.5	534.4	0.39	13.0
701	76	PONT	FIRE	400	SHORT TEST	3.11	91.2	419.9	1.28	15.5
					REPLICATE	3.28	101.5	402.3	1.15	15.5
		AFTER MTCE.			SHORT TEST	2.99	115.6	432.9	0.41	14.2
					REPLICATE	3.17	125.0	424.8	0.37	14.1
705	75	DATS	B210	85	SHORT TEST	1.31	21.2	255.8	0.92	30.3
					REPLICATE	1.24	18.3	258.3	1.04	30.5
		AFTER MTCE.			SHORT TEST	1.30	16.6	235.6	1.63	33.4
					REPLICATE	1.20	14.4	236.7	1.86	33.7
709	75	OPEL	STAW	116	SHORT TEST	2.26	66.8	304.4	0.53	21.3
					REPLICATE	2.56	63.7	306.5	0.60	21.4
		AFTER MTCE.			SHORT TEST	1.97	48.3	311.7	0.69	22.5
					REPLICATE	2.03	44.7	321.7	0.80	22.3

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	GRAMS PER MILE				MPG FUEL ECON
						HC	CO	CO2	NOXC	
713	75	TOYO	CORO	134	SHORT TEST	1.09	23.2	325.2	1.61	24.3
					REPLICATE	1.10	23.4	330.4	1.60	23.9
		AFTER MTCE.			SHORT TEST	1.13	21.2	359.2	1.67	22.4
					REPLICATE	1.08	21.8	357.1	1.69	22.5
714	75	VOLK	SEDA	97	SHORT TEST	1.66	15.9	249.0	1.55	31.8
					REPLICATE	1.77	18.4	251.9	1.39	31.0
		AFTER MTCE.			SHORT TEST	1.12	7.3	340.1	0.95	25.0
					REPLICATE	1.15	6.5	370.3	1.02	23.1
715	75	VOLK	SEDA	97	SHORT TEST	2.52	55.6	193.4	0.59	30.7
					REPLICATE	2.75	60.0	199.6	0.67	29.3
		AFTER MTCE.			SHORT TEST	2.15	32.1	264.7	0.70	27.6
					REPLICATE	2.13	18.1	250.1	1.02	31.1
716	75	VOLK	SEDA	97	SHORT TEST	2.45	56.9	219.5	0.58	28.0
					REPLICATE	2.36	53.9	206.2	0.52	29.7
		AFTER MTCE.			SHORT TEST	1.99	31.0	279.2	0.53	26.6
					REPLICATE	1.69	31.3	282.3	0.54	26.4
717	75	VOLK	TRAN	109	SHORT TEST	2.95	41.6	305.7	0.83	23.3
					REPLICATE	3.09	46.7	308.9	0.77	22.6
		AFTER MTCE.			SHORT TEST	1.76	33.7	367.7	0.74	20.8
					REPLICATE	2.13	34.5	368.7	0.69	20.7
046	74	AMMO	HORN	304	SHORT TEST	3.77	29.7	405.6	2.35	19.1
					REPLICATE	3.78	28.5	404.0	2.46	19.3
		AFTER MTCE.			SHORT TEST	3.18	20.2	448.1	2.81	18.1
					REPLICATE	3.33	19.1	452.0	2.73	18.0
047	74	BUIC	RIVI	455	SHORT TEST	3.42	25.6	605.6	2.67	13.5
					REPLICATE	3.11	28.0	570.6	2.17	14.2
		AFTER MTCE.			SHORT TEST	4.83	29.9	594.2	2.35	13.5
					REPLICATE	3.22	37.8	581.2	2.10	13.6
048	74	BUIC	CENT	350	SHORT TEST	2.94	55.9	430.6	1.72	16.8
					REPLICATE	3.21	66.4	427.7	1.46	16.4
		AFTER MTCE.			SHORT TEST	1.64	39.5	517.1	0.87	15.2
					REPLICATE	1.60	34.6	526.8	0.98	15.1
049	74	CHEV	VEGA	140	SHORT TEST	2.06	42.4	259.2	2.07	26.7
					REPLICATE	2.07	42.0	260.0	2.00	26.7
		AFTER MTCE.			SHORT TEST	2.12	45.2	246.9	1.73	27.3
					REPLICATE	2.04	41.5	253.4	1.85	27.3

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
050	74	CHEV	MONT	350	SHORT TEST	3.55	73.9	455.0	0.52	15.2
					REPLICATE	3.67	78.7	468.0	0.56	14.7
		AFTER MTCE.			SHORT TEST	3.71	30.4	456.5	0.82	17.2
					REPLICATE	4.27	29.3	451.8	0.84	17.4
051	74	CHEV	NOVA	250	SHORT TEST	1.92	33.9	377.0	1.12	20.3
					REPLICATE	1.97	34.3	379.6	1.16	20.2
		AFTER MTCE.			SHORT TEST	1.92	26.9	357.3	0.96	21.9
					REPLICATE	1.98	25.3	349.4	1.04	22.4
052	74	CHEV	CAMA	350	SHORT TEST	2.73	58.8	481.0	0.72	15.2
					REPLICATE	2.85	61.9	468.9	0.71	15.4
		AFTER MTCE.			SHORT TEST	2.52	47.8	476.9	0.63	15.8
					REPLICATE	2.44	49.0	454.7	0.64	16.5
053	74	CHEV	CHEL	350	SHORT TEST	3.09	50.3	506.6	0.65	14.9
					REPLICATE	2.92	47.9	505.2	0.63	15.0
		AFTER MTCE.			SHORT TEST	1.70	31.7	540.0	0.72	14.9
					REPLICATE	1.77	31.4	547.1	0.72	14.7
054	74	CHEV	CAPR	400	SHORT TEST	4.29	123.4	600.3	1.04	11.0
					REPLICATE	3.97	110.2	604.5	1.16	11.2
		AFTER MTCE.			SHORT TEST	3.75	67.2	617.6	1.11	12.1
					REPLICATE	3.48	58.7	621.0	1.09	12.3
055	74	DODG	CHAR	318	SHORT TEST	7.56	124.9	310.1	0.49	16.7
					REPLICATE	8.01	120.4	368.5	0.92	15.2
		AFTER MTCE.			SHORT TEST	3.59	56.6	420.7	1.08	17.0
					REPLICATE	3.54	53.7	417.0	1.35	17.3
056	74	DODG	DART	225	SHORT TEST	3.56	58.1	311.5	1.32	21.4
					REPLICATE	3.73	57.9	301.2	1.38	22.0
		AFTER MTCE.			SHORT TEST	2.33	44.4	357.6	1.29	20.4
					REPLICATE	2.33	42.8	353.9	1.39	20.7
057	74	FORD	PINT	122	SHORT TEST	2.84	25.2	265.0	1.62	28.3
					REPLICATE	2.89	23.6	268.2	1.65	28.2
		AFTER MTCE.			SHORT TEST	2.38	25.1	242.4	1.77	30.7
					REPLICATE	2.51	22.8	243.3	1.74	30.9
058	74	FORD	MAVE	302	SHORT TEST	3.59	83.1	408.2	0.72	16.1
					REPLICATE	3.53	80.1	413.5	0.76	16.1
		AFTER MTCE.			SHORT TEST	3.11	40.7	404.1	1.25	18.6
					REPLICATE	3.23	45.0	408.1	1.27	18.1

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
059	74	FORD	MAVE	250	SHORT TEST	3.00	50.4	318.1	0.99	21.8
					REPLICATE	3.02	47.5	328.9	1.06	21.5
		AFTER MTCE.			SHORT TEST	2.54	61.7	352.3	0.59	19.4
					REPLICATE	2.49	60.2	355.8	0.61	19.4
060	74	FORD	LTD	400	SHORT TEST	4.26	49.3	447.3	1.45	16.5
					REPLICATE	4.06	45.8	452.2	1.56	16.5
		AFTER MTCE.			SHORT TEST	2.96	71.8	566.2	1.12	12.9
					REPLICATE	2.91	61.5	520.8	0.94	14.2
061	74	FORD	LTD	400	SHORT TEST	2.21	32.0	546.1	1.81	14.7
					REPLICATE	2.22	34.3	537.5	1.99	14.8
		AFTER MTCE.			SHORT TEST	2.45	25.2	570.9	1.68	14.4
					REPLICATE	2.53	28.3	559.8	1.70	14.5
062	74	LINC	CONT	460	SHORT TEST	4.87	102.7	539.0	1.65	12.4
					REPLICATE	4.73	92.4	540.9	1.67	12.7
		AFTER MTCE.			SHORT TEST	3.98	44.0	581.1	1.60	13.4
					REPLICATE	3.90	48.4	589.0	1.76	13.1
063	74	MERC	MONT	302	SHORT TEST	3.83	39.7	468.4	2.43	16.3
					REPLICATE	3.71	31.5	480.7	2.50	16.4
		AFTER MTCE.			SHORT TEST	3.69	25.1	471.7	2.47	17.0
					REPLICATE	3.78	26.7	472.9	2.48	16.8
064	74	OLDS	CUTL	350	SHORT TEST	4.28	62.7	461.8	1.23	15.5
					REPLICATE	4.46	68.2	457.4	1.16	15.3
		AFTER MTCE.			SHORT TEST	4.02	72.6	486.1	0.93	14.5
					REPLICATE	4.04	63.7	492.0	1.01	14.7
065	74	OLDS	DELT	350	SHORT TEST	4.08	94.4	484.9	1.08	13.7
					REPLICATE	3.90	81.8	497.1	1.38	13.9
		AFTER MTCE.			SHORT TEST	4.01	55.5	512.8	2.38	14.5
					REPLICATE	3.83	44.8	526.2	2.68	14.6
066	74	OLDS	98	455	SHORT TEST	3.34	57.8	535.9	2.23	13.9
					REPLICATE	3.29	55.1	536.4	2.21	14.0
		AFTER MTCE.			SHORT TEST	3.19	64.1	519.0	2.24	14.1
					REPLICATE	3.49	85.2	502.4	1.88	13.7
067	74	PLYM	SATE	318	SHORT TEST	5.48	28.7	415.6	2.18	18.6
					REPLICATE	6.17	28.0	416.3	2.62	18.5
		AFTER MTCE.			SHORT TEST	3.41	28.5	459.2	1.65	17.2
					REPLICATE	3.49	27.3	460.5	1.66	17.3

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
068	74	PLYM	DUST	225	SHORT TEST	2.89	45.6	327.8	2.58	21.7
					REPLICATE	2.84	42.2	329.9	2.69	21.9
		AFTER MTCE.			SHORT TEST	2.20	28.6	354.8	2.17	21.8
					REPLICATE	2.10	29.8	355.3	2.21	21.7
069	74	PONT	BONN	400	SHORT TEST	4.05	24.6	540.0	1.66	15.0
					REPLICATE	4.48	24.1	542.0	1.79	14.9
		AFTER MTCE.			SHORT TEST	5.04	9.1	546.7	1.83	15.4
					REPLICATE	5.05	7.0	544.8	1.81	15.5
070	74	PONT	LEMA	350	SHORT TEST	4.75	80.8	481.0	1.75	14.2
					REPLICATE	5.03	105.8	455.0	1.30	13.9
		AFTER MTCE.			SHORT TEST	4.29	43.9	513.7	2.19	14.9
					REPLICATE	4.29	41.8	510.1	2.34	15.1
071	74	DATS	610	119	SHORT TEST	3.45	40.6	275.4	0.70	25.3
					REPLICATE	3.06	36.5	277.8	0.77	25.7
		AFTER MTCE.			SHORT TEST	3.07	41.6	278.9	0.78	25.1
					REPLICATE	2.32	38.0	275.4	0.76	25.9
072	74	MAZD	RX3	70	SHORT TEST	5.56	61.3	394.5	0.35	17.5
					REPLICATE	8.11	78.2	358.2	0.40	17.5
		AFTER MTCE.			SHORT TEST	1.52	21.9	478.2	0.38	17.2
					REPLICATE	2.13	28.1	474.5	0.39	16.9
073	74	TOYO	CELI	97	SHORT TEST	2.08	29.4	300.7	1.38	25.1
					REPLICATE	1.94	26.8	311.3	1.41	24.7
		AFTER MTCE.			SHORT TEST	1.96	19.6	308.9	1.32	25.7
					REPLICATE	1.97	19.7	317.2	1.43	25.0
074	74	VOLK	SEDA	97	SHORT TEST	4.05	36.8	210.7	1.51	31.5
					REPLICATE	3.77	40.8	207.8	1.43	31.3
		AFTER MTCE.			SHORT TEST	4.70	34.6	220.2	1.35	30.7
					REPLICATE	4.31	32.0	218.6	1.36	31.4
075	74	VOLK	SEDA	97	SHORT TEST	3.10	37.2	212.6	1.31	31.6
					REPLICATE	3.40	36.5	215.2	1.30	31.3
		AFTER MTCE.			SHORT TEST	4.46	20.1	230.1	1.57	32.2
					REPLICATE	4.60	27.9	226.8	1.64	31.1
352	74	CHRY	NEWP	400	SHORT TEST	5.66	88.2	502.8	2.19	13.5
					REPLICATE	5.56	84.8	508.2	2.45	13.5
		AFTER MTCE.			SHORT TEST	2.62	32.5	565.7	2.50	14.2
					REPLICATE	2.61	30.0	571.1	2.60	14.2

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
354	74	FORD	ELIT	351	SHORT TEST	5.04	85.9	456.5	1.33	14.6
					REPLICATE	4.89	75.6	457.4	1.49	15.0
		AFTER MTCE.			SHORT TEST	4.80	43.1	465.3	2.43	16.2
					REPLICATE	4.50	44.2	445.6	1.63	16.8
721	74	AMMO	GREM	232	SHORT TEST	4.16	60.6	347.9	1.07	19.5
					REPLICATE	3.98	59.2	336.4	1.06	20.1
		AFTER MTCE.			SHORT TEST	3.15	43.9	337.8	1.20	21.3
					REPLICATE	3.23	43.3	356.6	1.36	20.4
724	74	BUIC	APOL	350	SHORT TEST	6.67	132.4	407.5	0.60	13.9
					REPLICATE	6.32	126.7	410.1	0.64	14.1
		AFTER MTCE.			SHORT TEST	3.50	29.2	532.9	1.10	15.0
					REPLICATE	4.08	27.6	533.7	1.14	15.0
728	74	CHEV	VEGA	140	SHORT TEST	3.36	60.6	252.2	0.71	24.8
					REPLICATE	3.45	62.6	261.2	0.70	24.0
		AFTER MTCE.			SHORT TEST	2.58	31.8	272.6	1.06	26.8
					REPLICATE	2.68	30.7	280.8	1.16	26.3
731	74	CHEV	NOVA	350	SHORT TEST	4.38	53.6	429.8	0.48	16.8
					REPLICATE	4.08	36.4	445.5	0.58	17.2
		AFTER MTCE.			SHORT TEST	3.60	53.1	464.2	0.49	15.9
					REPLICATE	3.69	52.6	469.0	0.48	15.8
732	74	CHEV	NOVA	350	SHORT TEST	16.45	139.9	403.5	0.67	13.1
					REPLICATE	18.14	154.6	391.8	0.57	12.8
		AFTER MTCE.			SHORT TEST	10.86	142.1	399.9	0.38	13.5
					REPLICATE	10.11	123.9	415.6	0.41	13.8
741	74	FORD	PINT	122	SHORT TEST	3.72	31.4	241.4	1.34	29.3
					REPLICATE	3.77	32.7	234.3	1.31	29.8
		AFTER MTCE.			SHORT TEST	3.48	35.3	260.5	0.71	27.1
					REPLICATE	3.10	29.0	268.1	0.87	27.4
743	74	FORD	PINT	140	SHORT TEST	6.19	85.2	229.2	0.34	23.2
					REPLICATE	4.94	79.3	237.5	0.40	23.5
		AFTER MTCE.			SHORT TEST	3.77	59.9	258.0	0.38	24.4
					REPLICATE	3.76	59.6	259.5	0.40	24.3
744	74	FORD	PINT	140	SHORT TEST	4.21	69.2	239.4	0.68	24.6
					REPLICATE	4.22	67.1	241.7	0.73	24.6
		AFTER MTCE.			SHORT TEST	2.78	51.2	313.9	0.75	22.0
					REPLICATE	2.95	50.7	324.3	0.81	21.5

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
748	74	FORD	MAVE	302	SHORT TEST	5.83	28.2	385.3	2.65	19.8
					REPLICATE	4.58	20.3	397.8	2.84	20.0
		AFTER MTCE.			SHORT TEST	2.29	12.2	418.4	1.88	19.9
					REPLICATE	2.48	14.8	412.9	1.87	20.0
753	74	FORD	STAW	400	SHORT TEST	3.57	57.8	572.9	1.97	13.1
					REPLICATE	3.76	58.5	560.5	1.98	13.4
		AFTER MTCE.			SHORT TEST	3.19	37.8	580.3	1.92	13.7
					REPLICATE	3.58	30.4	590.1	2.12	13.7
757	74	OLDS	CUTL	350	SHORT TEST	4.82	68.8	474.1	1.57	14.9
					REPLICATE	4.75	62.0	477.7	1.66	15.0
		AFTER MTCE.			SHORT TEST	3.77	37.7	539.0	1.42	14.5
					REPLICATE	3.55	34.3	534.5	1.48	14.8
758	74	OLDS	CUTL	350	SHORT TEST	4.57	37.4	473.3	1.45	16.2
					REPLICATE	4.76	31.3	476.6	1.55	16.4
		AFTER MTCE.			SHORT TEST	5.01	33.1	485.2	1.35	16.0
					REPLICATE	4.91	40.1	476.2	1.26	16.0
760	74	PLYM	DUST	225	SHORT TEST	3.67	50.4	314.0	2.56	21.9
					REPLICATE	3.31	48.1	316.0	2.88	22.1
		AFTER MTCE.			SHORT TEST	2.59	29.6	331.1	2.66	23.0
					REPLICATE	2.53	27.9	334.6	2.94	23.0
761	74	PLYM	DUST	318	SHORT TEST	3.52	55.7	408.1	3.57	17.5
					REPLICATE	3.27	45.6	425.7	4.10	17.5
		AFTER MTCE.			SHORT TEST	2.96	47.4	441.3	1.40	16.9
					REPLICATE	2.86	42.7	441.3	1.46	17.2
762	74	PLYM	FRY3	360	SHORT TEST	5.89	94.1	475.3	2.74	13.8
					REPLICATE	5.73	88.7	469.5	2.80	14.2
		AFTER MTCE.			SHORT TEST	7.37	59.7	503.6	2.70	14.3
					REPLICATE	7.83	54.3	504.2	2.85	14.4
765	74	PONT	LEMA	350	SHORT TEST	5.99	72.2	470.5	2.18	14.7
					REPLICATE	6.24	70.2	461.6	2.29	15.0
		AFTER MTCE.			SHORT TEST	7.09	19.6	508.7	3.36	15.8
					REPLICATE	8.74	22.1	490.0	3.38	16.1
770	74	COLT	SEDA	98	SHORT TEST	2.66	38.3	220.8	2.34	30.7
					REPLICATE	2.19	34.1	222.1	2.47	31.4
		AFTER MTCE.			SHORT TEST	1.71	26.3	228.5	1.22	32.2
					REPLICATE	1.68	24.5	241.6	1.34	31.1

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH							-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST	TYPE	HC	CO	CO2	NOXC	ECON
774	74	FIAT	128	79	SHORT	TEST	4.10	60.9	245.4	0.60	25.1
					REPLICATE		3.84	58.9	236.3	0.69	26.0
		AFTER MTCE.			SHORT	TEST	1.13	48.3	404.3	0.66	18.3
					REPLICATE		1.30	43.6	375.5	0.60	19.8
776	74	TOYO	CORO	120	SHORT	TEST	2.29	24.3	288.7	2.20	26.6
					REPLICATE		2.38	24.6	285.8	2.05	26.7
		AFTER MTCE.			SHORT	TEST	1.91	22.8	309.7	1.71	25.2
					REPLICATE		1.91	26.3	300.7	1.57	25.5
777	74	TOYO	CORO	97	SHORT	TEST	3.68	63.6	231.1	0.90	25.9
					REPLICATE		3.84	64.4	236.0	0.97	25.4
		AFTER MTCE.			SHORT	TEST	2.35	34.4	235.0	1.60	29.9
					REPLICATE		2.42	34.2	235.6	1.61	29.9
780	74	VOLV	142	121	SHORT	TEST	2.47	50.9	278.8	1.07	24.2
					REPLICATE		2.37	50.4	279.3	1.07	24.2
		AFTER MTCE.			SHORT	TEST	2.06	22.9	275.6	1.27	27.9
					REPLICATE		2.04	21.3	280.4	1.34	27.7
101	73	AMMO	HORN	232	SHORT	TEST	2.66	21.5	324.0	5.55	24.2
					REPLICATE		2.83	20.3	335.6	5.60	23.6
		AFTER MTCE.			SHORT	TEST	2.38	20.2	366.2	2.18	21.9
					REPLICATE		2.16	9.4	373.9	2.56	22.4
102	73	BUIC	ELEC	455	SHORT	TEST	3.24	67.7	553.9	0.73	13.2
					REPLICATE		3.99	59.3	569.6	0.84	13.1
		AFTER MTCE.			SHORT	TEST	2.76	71.8	538.3	0.78	13.4
					REPLICATE		2.65	59.0	548.0	0.87	13.7
103	73	CADI	DEVI	472	SHORT	TEST	4.06	103.8	585.5	0.79	11.7
					REPLICATE		3.94	99.6	603.1	0.82	11.5
		AFTER MTCE.			SHORT	TEST	3.70	65.1	612.9	1.27	12.2
					REPLICATE		3.82	68.8	609.0	1.25	12.2
104	73	CHEV	VEGA	140	SHORT	TEST	3.92	58.0	287.7	1.20	22.7
					REPLICATE		3.59	59.6	271.4	1.01	23.6
		AFTER MTCE.			SHORT	TEST	4.22	58.9	265.2	0.88	23.9
					REPLICATE		4.05	54.9	279.3	0.92	23.5
105	73	CHEV	MALI	350	SHORT	TEST	3.11	40.2	418.6	1.18	18.1
					REPLICATE		2.92	36.5	410.6	1.19	18.6
		AFTER MTCE.			SHORT	TEST	2.16	32.4	464.0	0.88	17.0
					REPLICATE		2.68	48.3	459.7	0.74	16.3

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
106	73	CHEV NOVA	350	SHORT TEST	2.54	57.8	425.3	0.83	16.9
				REPLICATE	2.68	55.8	419.1	0.77	17.2
		AFTER MTCE.		SHORT TEST	2.07	47.1	476.9	0.79	15.9
				REPLICATE	1.93	48.1	469.6	0.77	16.1
107	73	CHEV IMPA	350	SHORT TEST	7.82	60.9	420.8	2.06	16.4
				REPLICATE	4.16	19.4	440.7	2.57	18.3
		AFTER MTCE.		SHORT TEST	2.41	13.4	499.2	1.91	16.8
				REPLICATE	2.45	15.8	499.1	1.95	16.7
108	73	CHEV IMPA	350	SHORT TEST	2.40	44.7	504.7	0.87	15.2
				REPLICATE	2.47	43.3	509.5	0.90	15.2
		AFTER MTCE.		SHORT TEST	2.96	24.7	490.0	1.13	16.5
				REPLICATE	3.32	17.6	492.2	1.38	16.7
109	73	CHEV IMPA	400	SHORT TEST	2.18	36.1	521.2	1.48	15.2
				REPLICATE	2.16	28.5	521.3	1.59	15.5
		AFTER MTCE.		SHORT TEST	1.80	21.7	545.1	1.36	15.2
				REPLICATE	1.84	19.5	540.2	1.43	15.4
110	73	DODG DART	225	SHORT TEST	3.55	62.7	274.2	3.45	23.1
				REPLICATE	3.62	63.3	278.9	3.43	22.8
		AFTER MTCE.		SHORT TEST	2.44	35.7	303.5	3.35	24.2
				REPLICATE	2.42	34.5	300.2	3.39	24.5
111	73	FORD PINT	122	SHORT TEST	2.71	42.1	242.0	2.13	28.0
				REPLICATE	3.08	41.7	243.9	2.19	27.8
		AFTER MTCE.		SHORT TEST	2.76	31.7	244.2	2.14	29.3
				REPLICATE	2.47	25.6	244.1	2.46	30.4
112	73	FORD TORI	351	SHORT TEST	3.48	60.4	490.1	0.77	14.9
				REPLICATE	3.84	81.4	473.9	0.64	14.5
		AFTER MTCE.		SHORT TEST	2.38	37.2	598.5	1.53	13.4
				REPLICATE	2.57	46.1	581.6	1.32	13.4
113	73	FORD MAVE	302	SHORT TEST	4.47	81.8	362.2	0.52	17.6
				REPLICATE	4.53	84.6	366.0	0.48	17.3
		AFTER MTCE.		SHORT TEST	2.86	37.2	447.9	0.77	17.2
				REPLICATE	2.88	38.5	444.9	0.77	17.3
114	73	FORD CUST	351	SHORT TEST	7.87	136.6	385.4	1.80	14.2
				REPLICATE	7.36	131.8	392.4	1.62	14.2
		AFTER MTCE.		SHORT TEST	4.73	57.9	475.4	3.33	15.3
				REPLICATE	4.75	57.5	481.6	3.37	15.1

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	GRAMS PER MILE				MPG FUEL ECON
						HC	CO	CO2	NOXC	
115	73	FORD	LTD	400	SHORT TEST	3.37	76.8	467.9	2.42	14.8
					REPLICATE	3.51	77.5	475.2	2.45	14.6
		AFTER MTCE.			SHORT TEST	2.41	29.9	496.8	3.21	16.1
					REPLICATE	2.40	29.9	512.2	3.13	15.7
116	73	MERC	MONR	400	SHORT TEST	3.48	46.5	483.4	2.53	15.6
					REPLICATE	3.44	41.0	493.9	2.61	15.6
		AFTER MTCE.			SHORT TEST	3.43	34.6	497.7	3.04	15.8
					REPLICATE	3.41	37.0	490.6	2.91	15.9
117	73	OLDS	98	455	SHORT TEST	2.29	32.4	619.4	1.78	13.1
					REPLICATE	1.75	14.7	643.4	2.02	13.2
		AFTER MTCE.			SHORT TEST	3.19	54.0	582.5	1.07	13.1
					REPLICATE	2.80	41.0	589.6	1.14	13.4
118	73	OLDS	CUTL	350	SHORT TEST	3.81	86.7	480.4	0.62	14.1
					REPLICATE	4.10	99.1	480.1	0.60	13.7
		AFTER MTCE.			SHORT TEST	3.67	34.9	483.6	1.85	16.1
					REPLICATE	3.65	41.1	488.9	1.55	15.7
119	73	PLYM	SATE	318	SHORT TEST	3.86	82.4	400.7	1.77	16.4
					REPLICATE	3.67	74.8	403.3	1.85	16.7
		AFTER MTCE.			SHORT TEST	2.68	28.4	437.6	2.45	18.1
					REPLICATE	2.60	27.0	435.0	2.36	18.3
120	73	PLYM	DUST	225	SHORT TEST	2.39	13.9	331.2	4.57	24.6
					REPLICATE	2.27	11.7	318.0	4.43	25.8
		AFTER MTCE.			SHORT TEST	1.99	16.8	350.5	3.29	23.2
					REPLICATE	1.95	18.2	343.0	2.86	23.5
121	73	PONT	CATA	400	SHORT TEST	5.82	21.5	525.1	4.55	15.4
					REPLICATE	6.35	17.5	525.2	4.25	15.5
		AFTER MTCE.			SHORT TEST	6.63	7.7	549.7	5.20	15.2
					REPLICATE	7.41	8.4	549.4	4.53	15.1
122	73	PONT	LEMA	350	SHORT TEST	3.47	29.4	519.9	2.47	15.4
					REPLICATE	3.54	31.5	522.4	2.48	15.2
		AFTER MTCE.			SHORT TEST	4.41	17.9	518.3	2.43	15.8
					REPLICATE	4.73	20.5	516.3	2.54	15.8
123	73	DATS	TRUC	97	SHORT TEST	4.84	24.0	292.7	1.08	25.7
					REPLICATE	5.23	22.9	293.6	1.08	25.6
		AFTER MTCE.			SHORT TEST	6.89	34.7	302.6	0.88	23.4
					REPLICATE	7.06	34.6	303.0	0.86	23.4

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.						GRAMS PER MILE				MPG FUEL ECON
	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	
124	73	OPEL	MANT	116	SHORT TEST	4.09	74.2	227.3	0.79	24.9
					REPLICATE	4.32	76.8	228.7	0.79	24.4
		AFTER MTCE.			SHORT TEST	2.71	54.6	254.6	0.79	25.4
					REPLICATE	2.48	48.9	250.8	0.80	26.5
125	73	TOYO	CORO	97	SHORT TEST	2.28	38.2	278.5	0.71	25.7
					REPLICATE	2.42	42.3	274.3	0.72	25.5
		AFTER MTCE.			SHORT TEST	1.87	16.9	269.5	1.26	29.4
					REPLICATE	1.99	18.2	265.3	1.25	29.6
126	73	VOLK	KOMB	103	SHORT TEST	1.37	36.7	367.8	1.31	20.7
					REPLICATE	1.35	33.4	367.7	1.42	20.9
		AFTER MTCE.			SHORT TEST	0.97	17.3	359.9	1.37	22.7
					REPLICATE	1.04	17.6	356.1	1.38	22.9
127	73	VOLK	SEDA	97	SHORT TEST	3.29	46.8	229.7	1.40	28.3
					REPLICATE	3.47	47.9	226.5	1.41	28.4
		AFTER MTCE.			SHORT TEST	3.28	35.2	225.8	1.57	30.4
					REPLICATE	3.00	38.2	226.0	1.61	30.0
375	73	DODG	CHAR	318	SHORT TEST	3.56	64.7	388.3	1.50	17.7
					REPLICATE	3.29	60.6	367.5	1.53	18.8
		AFTER MTCE.			SHORT TEST	3.35	53.0	432.6	1.33	16.9
					REPLICATE	3.03	56.3	434.8	1.20	16.7
377	73	FORD	PINT	122	SHORT TEST	3.53	54.1	292.9	1.27	22.8
					REPLICATE	3.49	51.5	285.2	1.28	23.5
		AFTER MTCE.			SHORT TEST	2.81	27.4	252.1	2.21	29.2
					REPLICATE	3.18	27.3	256.7	2.40	28.7
380	73	FORD	THND	460	SHORT TEST	7.87	144.6	488.7	0.54	12.0
					REPLICATE	7.12	122.7	467.6	0.58	13.0
		AFTER MTCE.			SHORT TEST	5.35	58.5	622.5	1.03	12.1
					REPLICATE	5.03	49.7	623.9	1.06	12.4
782	73	AMMO	HORN	304	SHORT TEST	9.12	88.0	464.6	0.86	14.0
					REPLICATE	8.51	83.2	481.8	0.93	13.9
		AFTER MTCE.			SHORT TEST	3.49	14.9	456.3	2.73	18.1
					REPLICATE	3.44	18.6	455.6	2.52	17.9
788	73	CADI	DEVI	472	SHORT TEST	7.96	108.3	510.0	1.01	12.6
					REPLICATE	7.79	113.9	519.2	0.99	12.3
		AFTER MTCE.			SHORT TEST	13.61	114.2	511.6	0.93	12.1
					REPLICATE	14.33	130.4	503.5	0.85	11.8

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
790	73	CHEV	VEGA	140	SHORT TEST	5.99	57.5	237.6	1.04	25.6
					REPLICATE	6.65	59.6	236.7	1.06	25.3
		AFTER MTCE.			SHORT TEST	3.09	41.3	300.9	1.07	23.6
					REPLICATE	3.45	40.6	287.6	1.11	24.5
791	73	CHEV	VEGA	140	SHORT TEST	2.75	72.3	251.9	1.00	23.7
					REPLICATE	2.59	61.4	258.6	1.25	24.4
		AFTER MTCE.			SHORT TEST	2.38	53.4	261.1	1.32	25.2
					REPLICATE	2.29	50.3	265.5	1.36	25.2
795	73	CHEV	NOVA	307	SHORT TEST	9.24	27.0	353.4	2.15	20.9
					REPLICATE	9.44	30.7	348.7	1.96	20.8
		AFTER MTCE.			SHORT TEST	2.64	29.7	457.1	0.92	17.3
					REPLICATE	2.54	26.1	453.2	1.05	17.7
808	73	CHEV	STAW	454	SHORT TEST	6.44	84.1	591.0	1.11	11.9
					REPLICATE	4.30	91.7	595.7	1.07	11.8
		AFTER MTCE.			SHORT TEST	4.53	75.0	576.2	1.42	12.5
					REPLICATE	5.24	80.4	546.3	1.23	12.9
809	73	CHRY	NEWP	400	SHORT TEST	5.49	75.9	459.9	2.10	14.9
					REPLICATE	5.30	71.8	451.2	2.06	15.3
		AFTER MTCE.			SHORT TEST	4.40	69.2	486.6	1.08	14.6
					REPLICATE	4.69	71.2	480.6	1.05	14.6
810	73	CHRY	NEWY	440	SHORT TEST	3.93	45.0	530.7	1.82	14.5
					REPLICATE	4.76	42.5	533.0	1.79	14.4
		AFTER MTCE.			SHORT TEST	2.75	59.1	612.4	1.14	12.4
					REPLICATE	2.70	64.6	616.9	1.11	12.2
811	73	DODG	DART	225	SHORT TEST	3.09	49.4	289.2	1.54	23.6
					REPLICATE	3.31	52.4	259.1	1.38	25.2
		AFTER MTCE.			SHORT TEST	2.79	34.7	317.2	1.59	23.3
					REPLICATE	2.57	32.5	318.3	1.80	23.5
812	73	DODG	DART	318	SHORT TEST	2.91	49.0	372.5	1.40	19.3
					REPLICATE	2.81	45.5	358.1	1.57	20.2
		AFTER MTCE.			SHORT TEST	2.36	24.7	385.5	1.18	20.6
					REPLICATE	1.87	12.9	391.4	1.47	21.3
813	73	DODG	CHAR	400	SHORT TEST	17.10	110.4	451.5	0.73	13.1
					REPLICATE	16.64	95.9	491.8	0.95	12.8
		AFTER MTCE.			SHORT TEST	16.24	118.1	539.4	0.61	11.4
					REPLICATE	17.83	146.4	519.2	0.58	11.0

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
814	73	DODG	DART	318	SHORT TEST	4.26	83.8	386.5	0.97	16.7
					REPLICATE	4.59	79.7	374.5	1.37	17.3
		AFTER MTCE.			SHORT TEST	3.08	37.4	413.2	1.18	18.4
					REPLICATE	3.28	39.7	400.2	1.51	18.8
820	73	FORD	MAVE	250	SHORT TEST	3.25	80.0	340.0	0.88	18.6
					REPLICATE	3.12	75.3	341.1	0.91	18.9
		AFTER MTCE.			SHORT TEST	2.87	49.8	346.1	1.12	20.5
					REPLICATE	2.79	50.9	360.7	1.13	19.7
821	73	FORD	MAVE	302	SHORT TEST	3.79	58.4	431.8	1.06	16.6
					REPLICATE	3.70	60.3	422.9	1.02	16.8
		AFTER MTCE.			SHORT TEST	2.99	17.2	463.6	1.59	17.7
					REPLICATE	2.98	19.8	460.7	1.58	17.7
822	73	FORD	MAVE	250	SHORT TEST	3.29	31.5	327.7	2.70	22.9
					REPLICATE	3.39	31.4	324.1	2.78	23.1
		AFTER MTCE.			SHORT TEST	3.27	26.6	335.2	1.56	22.9
					REPLICATE	3.35	28.8	339.9	1.45	22.4
823	73	FORD	MUST	302	SHORT TEST	8.64	78.6	390.9	1.38	16.4
					REPLICATE	8.60	67.0	391.5	1.56	16.9
		AFTER MTCE.			SHORT TEST	8.28	77.8	439.7	0.42	15.1
					REPLICATE	8.00	81.5	411.3	0.40	15.7
824	73	FORD	MAVE	302	SHORT TEST	3.49	63.9	451.2	0.85	15.8
					REPLICATE	3.45	60.2	443.8	0.84	16.2
		AFTER MTCE.			SHORT TEST	3.51	58.7	485.3	0.73	15.1
					REPLICATE	3.48	63.3	466.9	0.66	15.4
826	73	FORD	LTD	429	SHORT TEST	4.61	119.5	469.2	0.89	13.2
					REPLICATE	5.27	95.6	565.8	1.28	12.1
		AFTER MTCE.			SHORT TEST	4.72	35.1	606.2	1.38	13.1
					REPLICATE	4.64	28.9	593.3	1.42	13.6
828	73	FORD	TORI	351	SHORT TEST	3.85	70.6	475.1	1.51	14.8
					REPLICATE	3.76	68.7	493.6	1.46	14.5
		AFTER MTCE.			SHORT TEST	3.18	33.2	468.3	1.92	16.7
					REPLICATE	3.21	40.1	466.3	1.79	16.5
831	73	MERC	COME	250	SHORT TEST	3.03	77.7	331.7	0.86	19.1
					REPLICATE	3.14	84.0	326.5	0.86	19.0
		AFTER MTCE.			SHORT TEST	2.30	68.0	390.1	0.86	17.6
					REPLICATE	2.29	70.8	374.4	0.82	18.0

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE-----				MPG FUEL ECON
						HC	CO	CO2	NOXC	
835	73	OLDS	CUTL	350	SHORT TEST	3.53	95.5	495.3	0.90	13.5
					REPLICATE	3.25	82.2	509.4	1.03	13.7
		AFTER MTCE.			SHORT TEST	2.95	89.6	518.6	0.73	13.3
					REPLICATE	3.08	106.0	496.6	0.61	13.2
837	73	OLDS	CUTL	350	SHORT TEST	4.57	48.9	437.4	2.03	16.8
					REPLICATE	4.56	56.8	427.2	1.47	16.7
		AFTER MTCE.			SHORT TEST	3.98	63.0	461.6	1.14	15.5
					REPLICATE	4.29	52.8	447.2	1.79	16.3
839	73	PLYM	DUST	225	SHORT TEST	2.64	19.7	316.1	4.79	25.0
					REPLICATE	2.65	15.9	319.7	4.88	25.1
		AFTER MTCE.			SHORT TEST	2.44	21.2	332.2	3.02	23.8
					REPLICATE	2.20	14.3	330.2	3.24	24.7
840	73	PLYM	DUST	318	SHORT TEST	5.22	88.7	338.8	0.69	17.9
					REPLICATE	5.28	86.8	339.5	1.02	18.0
		AFTER MTCE.			SHORT TEST	3.70	30.6	385.6	1.17	19.9
					REPLICATE	3.24	31.5	392.9	1.14	19.6
842	73	PLYM	SATE	318	SHORT TEST	6.12	149.0	338.5	0.41	15.0
					REPLICATE	5.45	139.5	350.5	0.49	15.1
		AFTER MTCE.			SHORT TEST	5.63	127.5	357.3	0.52	15.4
					REPLICATE	5.39	125.5	370.2	0.53	15.2
843	73	PLYM	FRY3	360	SHORT TEST	3.97	67.5	476.3	2.69	14.9
					REPLICATE	3.89	68.1	478.2	2.62	14.9
		AFTER MTCE.			SHORT TEST	2.79	26.1	482.8	3.41	16.7
					REPLICATE	2.70	26.1	507.0	3.74	15.9
844	73	PONT	VENT	350	SHORT TEST	8.52	33.9	432.4	3.24	17.3
					REPLICATE	8.27	34.9	432.9	2.83	17.3
		AFTER MTCE.			SHORT TEST	6.23	26.6	447.3	2.06	17.4
					REPLICATE	6.81	24.9	452.1	2.24	17.3
845	73	PONT	LEMA	350	SHORT TEST	5.94	109.2	461.9	1.35	13.6
					REPLICATE	5.27	72.5	496.0	2.09	14.2
		AFTER MTCE.			SHORT TEST	9.46	21.1	451.8	1.97	17.2
					REPLICATE	9.31	20.4	457.7	2.12	17.1
846	73	PONT	LEMA	350	SHORT TEST	8.56	83.1	428.3	2.26	15.1
					REPLICATE	8.09	85.2	434.3	2.16	14.9
		AFTER MTCE.			SHORT TEST	4.55	20.6	491.2	2.93	16.5
					REPLICATE	4.58	19.3	486.5	2.92	16.7

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	GRAMS PER MILE HC	CO	CO2	NOXC	MPG FUEL ECON
849	73	PONT	STAW	400	SHORT TEST	3.29	52.1	563.6	1.22	13.5
					REPLICATE	3.15	39.5	609.1	1.34	13.0
		AFTER MTCE.			SHORT TEST	1.96	16.5	671.2	1.08	12.6
					REPLICATE	2.15	45.2	635.9	1.01	12.4
850	73	DATS	B610	108	SHORT TEST	4.25	38.3	250.7	1.67	27.4
					REPLICATE	4.15	38.3	250.1	1.62	27.4
		AFTER MTCE.			SHORT TEST	2.65	30.2	284.2	0.95	26.1
					REPLICATE	2.39	26.4	285.0	1.01	26.6
851	73	DATS	240Z	146	SHORT TEST	2.05	23.4	314.0	1.26	24.8
					REPLICATE	2.09	24.6	311.4	1.20	24.9
		AFTER MTCE.			SHORT TEST	2.10	17.9	341.5	1.18	23.6
					REPLICATE	1.78	15.4	349.9	1.23	23.4
852	73	HOND	CIVI	71	SHORT TEST	1.74	29.3	194.6	0.70	36.1
					REPLICATE	1.80	32.2	215.0	0.80	32.7
		AFTER MTCE.			SHORT TEST	2.01	32.2	200.8	0.54	34.4
					REPLICATE	1.99	29.8	200.0	0.55	35.1
855	73	MG	CONV	110	SHORT TEST	2.56	33.2	287.5	0.72	25.5
					REPLICATE	2.42	34.0	286.1	0.69	25.6
		AFTER MTCE.			SHORT TEST	2.40	41.7	283.3	0.79	24.9
					REPLICATE	2.42	38.9	283.6	0.77	25.2
856	73	PORS	914	102	SHORT TEST	5.10	24.8	310.7	0.97	24.3
					REPLICATE	4.55	26.8	295.6	0.99	25.2
		AFTER MTCE.			SHORT TEST	6.80	37.4	276.6	1.14	24.9
					REPLICATE	7.02	39.6	289.9	1.18	23.7
857	73	TOYO	STAW	97	SHORT TEST	3.86	58.9	221.7	1.31	27.2
					REPLICATE	3.69	50.2	225.7	1.50	28.1
		AFTER MTCE.			SHORT TEST	2.07	35.9	260.3	1.03	27.4
					REPLICATE	1.83	30.8	250.5	1.00	29.1
860	73	SUBA	STAW	83	SHORT TEST	3.83	61.5	253.6	0.58	24.5
					REPLICATE	2.73	46.4	248.9	0.66	26.8
		AFTER MTCE.			SHORT TEST	2.73	37.8	244.2	0.60	28.4
					REPLICATE	2.84	33.6	251.1	0.68	28.4
863	73	VOLK	SEDA	97	SHORT TEST	5.64	38.3	258.9	0.96	26.3
					REPLICATE	5.37	36.1	246.1	0.94	27.8
		AFTER MTCE.			SHORT TEST	5.20	34.2	252.0	0.71	27.5
					REPLICATE	7.49	33.6	250.6	0.72	27.1

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
864	73	VOLV	142S	121	SHORT TEST	7.41	76.2	233.5	1.13	23.6
					REPLICATE	7.33	72.8	241.2	1.25	23.4
		AFTER MTCE.			SHORT TEST	4.72	62.3	244.3	1.10	24.9
					REPLICATE	4.39	63.2	250.5	1.19	24.4
076	72	AMMO	GREM	258	SHORT TEST	24.57	64.3	260.0	1.55	20.2
					REPLICATE	23.86	62.2	262.5	1.63	20.4
		AFTER MTCE.			SHORT TEST	1.93	20.5	352.3	2.09	22.7
					REPLICATE	1.82	16.9	351.0	2.13	23.2
077	72	BUIC	RIVI	455	SHORT TEST	5.03	77.5	518.3	4.20	13.5
					REPLICATE	4.84	74.8	516.0	3.99	13.7
		AFTER MTCE.			SHORT TEST	4.00	54.1	540.1	3.94	13.9
					REPLICATE	3.89	50.2	543.5	3.99	14.0
078	72	CADI	DEVI	472	SHORT TEST	3.64	131.0	545.5	0.76	11.6
					REPLICATE	3.59	132.2	541.2	0.77	11.7
		AFTER MTCE.			SHORT TEST	4.41	190.5	549.7	0.51	10.3
					REPLICATE	4.42	186.9	563.1	0.56	10.2
079	72	CHEV	VEGA	140	SHORT TEST	2.60	44.0	332.8	1.18	21.6
					REPLICATE	3.22	45.1	331.5	1.16	21.5
		AFTER MTCE.			SHORT TEST	6.47	67.1	308.2	0.87	20.4
					REPLICATE	4.83	49.0	313.6	1.04	21.9
080	72	CHEV	MALI	350	SHORT TEST	4.57	92.6	359.2	1.66	17.1
					REPLICATE	4.31	82.9	361.4	1.85	17.6
		AFTER MTCE.			SHORT TEST	2.35	48.0	451.5	1.42	16.6
					REPLICATE	2.08	34.7	455.5	1.61	17.2
081	72	CHEV	CHEL	350	SHORT TEST	2.53	33.3	424.2	1.51	18.3
					REPLICATE	2.60	32.4	429.3	1.63	18.2
		AFTER MTCE.			SHORT TEST	3.01	19.9	443.9	1.79	18.3
					REPLICATE	2.80	18.6	449.1	1.93	18.2
082	72	CHEV	NOVA	307	SHORT TEST	5.29	44.3	419.2	2.55	17.6
					REPLICATE	5.14	46.3	418.9	2.54	17.5
		AFTER MTCE.			SHORT TEST	3.36	16.9	476.0	3.25	17.3
					REPLICATE	3.23	13.8	480.1	2.88	17.3
083	72	CHEV	IMPA	350	SHORT TEST	5.65	90.5	486.6	1.50	13.7
					REPLICATE	5.27	87.1	480.8	1.48	14.0
		AFTER MTCE.			SHORT TEST	5.10	74.9	574.9	1.63	12.5
					REPLICATE	4.82	70.8	494.3	1.56	14.3

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
084	72	CHEV	BELA	400	SHORT TEST	5.69	54.3	460.3	3.18	15.7
					REPLICATE	6.14	56.8	467.6	3.44	15.4
		AFTER MTCE.			SHORT TEST	2.73	42.9	533.8	3.03	14.6
					REPLICATE	3.12	50.9	522.1	2.77	14.5
085	72	DODG	CORO	318	SHORT TEST	2.94	21.0	422.3	3.54	19.1
					REPLICATE	2.93	17.6	420.6	3.67	19.4
		AFTER MTCE.			SHORT TEST	3.33	46.6	407.0	2.84	18.1
					REPLICATE	3.58	56.4	387.7	2.36	18.2
086	72	FORD	PINT	122	SHORT TEST	3.53	44.8	244.8	3.56	27.2
					REPLICATE	3.32	44.0	244.8	3.48	27.4
		AFTER MTCE.			SHORT TEST	1.51	23.9	269.5	1.61	28.5
					REPLICATE	1.49	25.7	263.5	1.68	28.8
087	72	FORD	GRNT	351	SHORT TEST	3.08	41.8	481.0	2.81	16.0
					REPLICATE	3.16	44.7	472.0	2.77	16.1
		AFTER MTCE.			SHORT TEST	2.88	15.4	490.8	2.42	16.9
					REPLICATE	2.82	14.6	491.8	2.59	16.9
088	72	FORD	MAVE	200	SHORT TEST	2.89	43.3	286.8	2.15	24.4
					REPLICATE	2.82	38.7	296.6	2.50	24.2
		AFTER MTCE.			SHORT TEST	2.46	22.1	319.5	4.29	24.5
					REPLICATE	2.37	20.2	319.7	4.20	24.7
089	72	FORD	GALA	351	SHORT TEST	2.79	41.2	533.7	2.05	14.6
					REPLICATE	2.96	32.1	545.5	2.18	14.7
		AFTER MTCE.			SHORT TEST	3.49	51.8	571.2	1.37	13.4
					REPLICATE	3.93	52.3	570.6	1.38	13.3
090	72	FORD	STAW	400	SHORT TEST	3.94	39.7	482.1	3.89	15.9
					REPLICATE	3.38	33.5	490.7	4.15	16.0
		AFTER MTCE.			SHORT TEST	2.34	27.5	546.7	3.40	14.9
					REPLICATE	2.34	20.8	552.4	3.62	15.0
091	72	MERC	MONG	400	SHORT TEST	2.71	20.4	537.5	3.00	15.4
					REPLICATE	3.01	20.1	535.6	2.98	15.4
		AFTER MTCE.			SHORT TEST	1.91	17.1	610.4	2.84	13.8
					REPLICATE	2.03	24.4	601.1	2.62	13.7
092	72	OLDS	CUTL	350	SHORT TEST	4.86	112.9	352.7	0.79	16.3
					REPLICATE	5.07	117.9	357.7	0.79	15.9
		AFTER MTCE.			SHORT TEST	2.43	50.0	438.1	0.88	16.9
					REPLICATE	2.55	45.5	441.8	0.89	17.0

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	GRAMS PER MILE HC	CO	CO2	NOXC	MPG FUEL ECON
093	72	PLYM	VALI	225	SHORT TEST	9.66	146.6	215.9	0.89	18.6
					REPLICATE	8.82	129.1	226.9	1.14	19.4
		AFTER MTCE.			SHORT TEST	2.66	23.8	322.9	2.44	24.1
					REPLICATE	2.83	31.8	319.3	2.14	23.5
094	72	PLYM	FURY	360	SHORT TEST	5.27	118.8	401.1	1.89	14.7
					REPLICATE	4.96	107.5	406.3	2.07	15.0
		AFTER MTCE.			SHORT TEST	3.06	36.8	461.8	2.73	16.8
					REPLICATE	3.08	21.8	477.9	3.05	17.0
095	72	PONT	CATA	400	SHORT TEST	4.05	37.9	498.0	2.37	15.6
					REPLICATE	4.05	40.1	491.8	2.49	15.6
		AFTER MTCE.			SHORT TEST	4.53	26.3	522.1	2.37	15.4
					REPLICATE	4.36	20.9	523.2	2.68	15.6
096	72	PONT	LEMA	350	SHORT TEST	3.64	53.0	480.6	1.43	15.4
					REPLICATE	3.76	46.8	477.9	1.48	15.8
		AFTER MTCE.			SHORT TEST	3.46	36.5	512.4	1.34	15.3
					REPLICATE	3.39	36.6	516.0	1.35	15.2
097	72	DATS	510	97	SHORT TEST	2.85	22.9	241.6	1.78	31.0
					REPLICATE	2.97	22.6	249.2	1.86	30.2
		AFTER MTCE.			SHORT TEST	2.66	23.0	246.8	1.49	30.5
					REPLICATE	3.14	22.1	248.0	1.51	30.3
098	72	TOYO	CORO	120	SHORT TEST	2.56	27.3	259.3	2.38	28.6
					REPLICATE	2.32	24.2	264.4	2.28	28.7
		AFTER MTCE.			SHORT TEST	2.20	26.5	245.5	2.34	30.2
					REPLICATE	2.18	22.3	256.3	2.48	29.8
099	72	VOLK	KARM	97	SHORT TEST	2.87	34.7	230.5	1.31	30.2
					REPLICATE	3.18	38.6	222.2	1.06	30.3
		AFTER MTCE.			SHORT TEST	3.46	35.8	233.7	1.16	29.5
					REPLICATE	3.08	37.1	227.8	1.08	30.0
100	72	VOLK	KOMB	103	SHORT TEST	3.70	40.3	331.7	1.20	21.8
					REPLICATE	4.10	40.9	335.3	1.22	21.5
		AFTER MTCE.			SHORT TEST	4.57	25.9	320.0	1.40	23.7
					REPLICATE	4.87	24.0	314.4	1.29	24.1
396	72	CHEV	KING	350	SHORT TEST	4.71	79.0	481.3	2.44	14.3
					REPLICATE	4.71	75.7	488.4	2.58	14.3
		AFTER MTCE.			SHORT TEST	3.92	51.9	512.7	2.10	14.6
					REPLICATE	3.83	47.3	507.0	2.20	15.0

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	GRAMS PER MILE				MPG FUEL ECON
						HC	CO	CO2	NOXC	
398	72	CHRY	NEWP	400	SHORT TEST	4.17	56.9	494.3	3.14	14.9
					REPLICATE	4.12	60.7	486.2	3.04	14.9
		AFTER MTCE.			SHORT TEST	4.24	44.0	492.8	2.75	15.4
					REPLICATE	4.44	37.6	502.0	2.84	15.4
400	72	DODG	DART	318	SHORT TEST	5.98	85.4	321.4	0.98	18.7
					REPLICATE	6.62	88.1	311.7	0.95	18.8
		AFTER MTCE.			SHORT TEST	4.47	40.3	379.7	1.04	19.4
					REPLICATE	3.64	37.8	382.0	1.10	19.6
401	72	FORD	PINT	122	SHORT TEST	5.32	34.1	294.9	2.46	24.3
					REPLICATE	5.62	34.6	284.8	2.42	24.9
		AFTER MTCE.			SHORT TEST	5.21	34.5	278.1	2.98	25.4
					REPLICATE	5.16	32.5	287.0	3.00	25.0
404	72	FORD	LTD	429	SHORT TEST	6.93	84.2	438.4	3.34	15.0
					REPLICATE	7.48	94.6	454.5	3.22	14.2
		AFTER MTCE.			SHORT TEST	3.19	24.7	531.8	2.69	15.3
					REPLICATE	3.19	22.6	527.2	2.74	15.5
410	72	PLYM	VALI	318	SHORT TEST	4.60	61.4	328.3	2.01	20.2
					REPLICATE	4.41	57.6	330.5	2.00	20.4
		AFTER MTCE.			SHORT TEST	3.80	21.7	388.9	2.02	20.4
					REPLICATE	3.55	22.7	391.9	2.12	20.2
865	72	AMMO	GREM	232	SHORT TEST	5.42	52.8	288.4	1.29	22.8
					REPLICATE	5.47	50.4	285.9	1.28	23.2
		AFTER MTCE.			SHORT TEST	3.93	46.7	285.7	1.45	23.9
					REPLICATE	4.41	68.8	278.4	0.99	22.2
874	72	CHEV	VEGA	140	SHORT TEST	2.43	50.0	202.3	0.76	30.8
					REPLICATE	3.29	62.6	187.7	0.78	29.9
		AFTER MTCE.			SHORT TEST	2.05	26.0	228.5	1.09	32.2
					REPLICATE	2.11	29.6	229.7	0.98	31.4
877	72	CHEV	NOVA	307	SHORT TEST	4.65	45.6	380.3	2.61	19.0
					REPLICATE	4.52	44.8	392.1	2.75	18.6
		AFTER MTCE.			SHORT TEST	3.61	40.2	420.4	1.51	17.9
					REPLICATE	3.80	42.2	414.1	1.43	18.0
883	72	CHEV	MALI	307	SHORT TEST	8.19	83.5	326.3	1.02	18.4
					REPLICATE	7.87	80.8	317.3	0.99	18.9
		AFTER MTCE.			SHORT TEST	3.40	36.3	388.2	1.26	19.5
					REPLICATE	3.45	34.0	392.1	1.31	19.4

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
885	72	CHEV	CHEL	350	SHORT TEST	4.11	55.5	401.9	2.41	17.7
					REPLICATE	4.13	57.6	402.8	2.14	17.5
		AFTER MTCE.			SHORT TEST	2.42	28.2	458.6	2.18	17.4
					REPLICATE	2.41	24.4	461.1	2.12	17.5
886	72	CHEV	MONT	350	SHORT TEST	4.43	85.6	436.6	1.05	15.2
					REPLICATE	4.44	82.8	442.3	1.07	15.1
		AFTER MTCE.			SHORT TEST	2.95	26.0	457.6	1.72	17.5
					REPLICATE	3.07	31.3	459.9	1.61	17.1
887	72	CHEV	NOVA	350	SHORT TEST	4.75	74.1	404.0	1.36	16.6
					REPLICATE	5.24	84.5	400.9	1.31	16.1
		AFTER MTCE.			SHORT TEST	3.68	55.4	453.2	1.16	16.1
					REPLICATE	3.85	51.8	442.1	1.10	16.6
889	72	CHEV	MONT	350	SHORT TEST	3.85	72.2	428.1	2.06	16.0
					REPLICATE	3.93	84.2	414.0	1.64	15.9
		AFTER MTCE.			SHORT TEST	2.16	21.4	480.4	1.50	17.0
					REPLICATE	2.07	22.5	470.2	1.58	17.3
890	72	CHEV	NOVA	350	SHORT TEST	13.46	22.4	497.3	2.19	15.4
					REPLICATE	12.87	21.1	500.2	2.16	15.5
		AFTER MTCE.			SHORT TEST	10.70	81.5	512.1	1.20	13.2
					REPLICATE	11.48	76.6	514.8	1.28	13.2
891	72	CHEV	MONT	400	SHORT TEST	5.74	66.7	439.5	1.19	15.8
					REPLICATE	5.73	60.8	435.3	1.24	16.2
		AFTER MTCE.			SHORT TEST	4.30	31.3	509.2	0.99	15.5
					REPLICATE	4.28	26.2	511.7	1.08	15.7
894	72	CHRY	NEWP	400	SHORT TEST	5.20	114.7	423.1	1.21	14.3
					REPLICATE	4.84	101.4	429.4	1.34	14.7
		AFTER MTCE.			SHORT TEST	6.15	123.5	448.9	0.94	13.4
					REPLICATE	5.42	116.2	445.0	0.97	13.8
895	72	DODG	DART	225	SHORT TEST	3.66	60.5	267.8	1.96	23.7
					REPLICATE	3.39	54.8	233.3	1.62	26.9
		AFTER MTCE.			SHORT TEST	3.59	54.2	271.9	1.43	24.1
					REPLICATE	5.04	78.4	256.4	0.88	22.4
897	72	DODG	DART	318	SHORT TEST	6.74	94.4	360.4	2.32	16.7
					REPLICATE	6.60	93.2	368.7	2.41	16.6
		AFTER MTCE.			SHORT TEST	3.12	21.5	443.0	2.09	18.2
					REPLICATE	3.06	20.1	434.8	2.09	18.6

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH						-----GRAMS PER MILE-----				MPG FUEL
NO.	YR	MAKE	MODL	CID	TEST TYPE	HC	CO	CO2	NOXC	ECON
898	72	DODG	POLA	360	SHORT TEST	11.99	128.6	362.5	1.25	14.7
					REPLICATE	12.14	126.8	370.1	1.29	14.6
		AFTER MTCE.			SHORT TEST	4.08	56.8	493.8	1.15	14.9
					REPLICATE	3.80	70.1	492.4	1.17	14.4
899	72	FORD	PINT	122	SHORT TEST	3.45	33.2	249.2	3.57	28.4
					REPLICATE	3.71	32.7	252.7	3.53	28.1
		AFTER MTCE.			SHORT TEST	2.78	14.1	268.1	3.08	29.7
					REPLICATE	2.81	17.7	268.3	2.93	29.1
900	72	FORD	PINT	98	SHORT TEST	4.09	22.1	246.2	2.05	30.2
					REPLICATE	3.82	22.6	249.1	2.10	29.9
		AFTER MTCE.			SHORT TEST	3.77	23.6	253.3	2.63	29.4
					REPLICATE	3.51	24.6	247.2	2.68	29.9
901	72	FORD	PINT	98	SHORT TEST	3.42	37.4	217.5	2.60	30.9
					REPLICATE	3.62	40.2	214.5	2.49	30.7
		AFTER MTCE.			SHORT TEST	4.14	30.9	211.6	2.76	32.5
					REPLICATE	2.93	25.6	222.4	2.62	32.6
902	72	FORD	MAVE	200	SHORT TEST	3.76	91.3	305.7	0.37	19.2
					REPLICATE	3.59	98.3	302.1	0.34	19.0
		AFTER MTCE.			SHORT TEST	2.55	48.4	309.2	0.60	22.6
					REPLICATE	2.28	49.0	312.8	0.59	22.4
903	72	FORD	MUST	351	SHORT TEST	4.72	21.2	566.0	2.56	14.4
					REPLICATE	4.28	17.9	570.3	2.80	14.5
		AFTER MTCE.			SHORT TEST	4.04	38.6	676.5	2.02	11.8
					REPLICATE	3.89	29.9	678.6	1.97	12.0
904	72	FORD	MAVE	302	SHORT TEST	9.84	23.6	375.8	2.91	20.0
					REPLICATE	10.13	33.9	368.1	2.55	19.6
		AFTER MTCE.			SHORT TEST	3.78	31.4	377.7	1.44	20.2
					REPLICATE	3.88	26.6	412.1	1.59	19.0
906	72	FORD	MAVE	250	SHORT TEST	7.12	81.2	269.5	1.97	21.2
					REPLICATE	5.80	72.9	281.0	2.25	21.4
		AFTER MTCE.			SHORT TEST	2.67	20.7	344.2	3.35	23.0
					REPLICATE	2.46	21.8	305.6	2.85	25.5
907	72	FORD	GALA	400	SHORT TEST	5.04	74.1	433.8	2.51	15.7
					REPLICATE	5.17	85.7	427.8	2.45	15.3
		AFTER MTCE.			SHORT TEST	2.83	39.9	511.6	2.20	15.2
					REPLICATE	3.02	40.3	508.5	2.12	15.3

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
909	72	FORD	LTD	429	SHORT TEST	4.77	17.3	544.8	3.76	15.1
					REPLICATE	4.11	16.9	547.9	3.79	15.1
		AFTER	MTCE.		SHORT TEST	2.11	16.2	555.2	3.26	15.1
					REPLICATE	2.24	19.9	557.7	3.18	14.9
911	72	FORD	GALA	400	SHORT TEST	4.04	49.4	505.4	1.77	14.9
					REPLICATE	4.00	54.2	497.7	1.65	14.9
		AFTER	MTCE.		SHORT TEST	3.32	22.1	500.7	3.40	16.3
					REPLICATE	3.25	20.7	500.0	3.91	16.4
912	72	MERC	COME	250	SHORT TEST	3.48	55.3	331.3	2.57	20.7
					REPLICATE	3.99	53.5	337.1	2.57	20.5
		AFTER	MTCE.		SHORT TEST	3.28	16.2	354.7	3.23	22.7
					REPLICATE	2.77	23.6	360.0	3.06	21.9
919	72	PLYM	VALI	198	SHORT TEST	5.18	53.4	264.8	2.38	24.3
					REPLICATE	4.22	36.6	266.8	2.84	26.3
		AFTER	MTCE.		SHORT TEST	2.35	13.0	298.0	3.41	27.2
					REPLICATE	2.29	12.1	286.6	3.02	28.4
925	72	PONT	LEMA	350	SHORT TEST	4.66	67.7	450.6	1.53	15.5
					REPLICATE	4.69	69.1	444.4	1.51	15.6
		AFTER	MTCE.		SHORT TEST	3.20	28.6	527.3	1.53	15.2
					REPLICATE	3.55	56.3	492.6	1.09	15.0
929	72	DATS	B110	72	SHORT TEST	2.19	19.9	211.9	1.94	35.5
					REPLICATE	2.51	20.2	216.5	2.00	34.7
		AFTER	MTCE.		SHORT TEST	1.75	15.7	208.9	1.09	37.1
					REPLICATE	1.75	14.3	207.1	1.19	37.8
930	72	DATS	510	97	SHORT TEST	2.89	21.2	236.1	2.00	31.8
					REPLICATE	2.79	17.7	239.5	2.02	32.1
		AFTER	MTCE.		SHORT TEST	3.40	25.0	232.8	2.81	31.4
					REPLICATE	3.50	23.1	237.9	2.87	31.1
931	72	OPEL	1900	116	SHORT TEST	2.31	20.7	302.6	3.51	25.9
					REPLICATE	2.20	17.8	290.5	3.59	27.3
		AFTER	MTCE.		SHORT TEST	2.44	5.2	357.1	1.79	23.8
					REPLICATE	2.50	5.0	334.7	1.77	25.3
932	72	TOYO	CORO	71	SHORT TEST	3.16	35.9	264.7	1.17	26.8
					REPLICATE	3.18	39.1	261.7	1.08	26.6
		AFTER	MTCE.		SHORT TEST	2.23	18.6	252.3	1.17	30.7
					REPLICATE	2.01	17.5	235.8	1.12	32.9

APPENDIX L.CONT'D

LISTING OF FEDERAL SHORT TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE
DENVER

VEH NO.	YR	MAKE	MODL	CID	TEST TYPE	-----GRAMS PER MILE----- HC	CO	CO2	NOXC	MPG FUEL ECON
933	72	TOYO	STAW	97	SHORT TEST	3.38	42.9	231.6	1.34	28.6
					REPLICATE	3.35	37.3	240.9	1.52	28.6
		AFTER MTCE.			SHORT TEST	2.84	37.1	267.9	1.15	26.5
					REPLICATE	3.00	36.0	281.1	1.29	25.6
935	72	VOLK	CONV	97	SHORT TEST	4.43	54.8	290.7	1.13	22.7
					REPLICATE	4.94	56.4	288.0	1.13	22.6
		AFTER MTCE.			SHORT TEST	4.86	51.7	253.9	1.06	25.3
					REPLICATE	5.11	53.8	251.8	1.03	25.2

APPENDIX M

APPENDIX M

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

Legend

NO - Vehicle Number

YR - Model Year

MAKE - Vehicle Make

MODL - Vehicle Model

MODE - Portion of Test

- 2250(N) - Results of test with engine operation at 2250 RPM and transmission in neutral
- REPLICATE - Repeat of 2250(N) portion of test
- IDLE(N) - Results of test with engine at normal idle and transmission in neutral
- REPLICATE - Repeat of IDLE(N) portion of test

ACCEPT - Prescreening test conducted upon acceptance of vehicle from owner

BEFORE MTCE - Test Conducted During the course of Emission Testing Before Maintenance

MECH REC - Test Conducted by Mechanic Immediately Prior to Performing Maintenance

MECH CK - Test Performed by Mechanic Immediately Following Maintenance

AFTER MTCE - Test Conducted During the course of Emission Testing After Maintenance

During the course of the above tests the following items may be read.

HC - Hydrocarbon Concentration, Measured with Garage-type Instrumentation in Parts per Million Hexane equivalent. (-: test not performed)

CO - Carbon Monoxide Concentration, Measured with Garage-type Instrumentation in Mole Per Cent (-: test not performed)

NOx - Oxides of Nitrogen Concentration, Measured by the Chemiluminescence Method in Parts per Million

APPENDIX M

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
001	75	CHEV	TRUC	2250(N)	-	-	50	1.9	146	-	-	-	-	-	-	-
				REPLICATE	-	-	50	1.4	106	-	-	-	-	-	-	-
				IDLE(N)	-	-	130	2.6	48	-	-	-	-	-	-	-
				REPLICATE	-	-	120	2.2	36	-	-	-	-	-	-	-
002	75	CHEV	TRUC	2250(N)	-	-	48	0.5	146	-	-	-	-	-	-	-
				REPLICATE	-	-	90	1 1	118	-	-	-	-	-	-	-
				IDLE(N)	-	-	240	6.2	53	-	-	-	-	-	-	-
				REPLICATE	-	-	275	6 3	37	-	-	-	-	-	-	-
003	75	CHEV	TRUC	2250(N)	-	-	25	0.1	103	-	-	-	-	-	-	-
				REPLICATE	-	-	50	0.5	78	-	-	-	-	-	-	-
				IDLE(N)	-	-	60	0.0	43	-	-	-	-	-	-	-
				REPLICATE	-	-	60	0 0	32	-	-	-	-	-	-	-
004	75	CHEV	TRUC	2250(N)	-	-	10	0.1	136	-	-	-	-	-	-	-
				REPLICATE	-	-	20	0 0	121	-	-	-	-	-	-	-
				IDLE(N)	-	-	40	0 1	28	-	-	-	-	-	-	-
				REPLICATE	-	-	30	0.0	38	-	-	-	-	-	-	-
005	75	DODG	TRUC	2250(N)	-	-	60	0.0	419	-	-	-	-	-	-	-
				REPLICATE	-	-	20	0.0	378	-	-	-	-	-	-	-
				IDLE(N)	-	-	80	1 4	56	-	-	-	-	-	-	-
				REPLICATE	-	-	80	1.5	46	-	-	-	-	-	-	-
006	75	FORD	TRUC	2250(N)	-	-	20	0 0	79	-	-	-	-	-	-	-
				REPLICATE	-	-	10	0 0	65	-	-	-	-	-	-	-
				IDLE(N)	-	-	30	0 0	39	-	-	-	-	-	-	-
				REPLICATE	-	-	30	0 0	39	-	-	-	-	-	-	-
007	75	FORD	TRUC	2250(N)	-	-	5	0 0	86	-	-	-	-	-	-	-
				REPLICATE	-	-	5	0 1	82	-	-	-	-	-	-	-
				IDLE(N)	-	-	10	0 0	46	-	-	-	-	-	-	-
				REPLICATE	-	-	15	0.0	48	-	-	-	-	-	-	-
008	75	FORD	TRUC	2250(N)	-	-	10	0.1	111	-	-	-	-	-	-	-
				REPLICATE	-	-	15	0.1	106	-	-	-	-	-	-	-
				IDLE(N)	-	-	20	0.1	26	-	-	-	-	-	-	-
				REPLICATE	-	-	20	0.1	22	-	-	-	-	-	-	-
009	75	FORD	TRUC	2250(N)	-	-	90	0.3	116	-	-	-	-	-	-	-
				REPLICATE	-	-	140	0.4	106	-	-	-	-	-	-	-
				IDLE(N)	-	-	80	0.9	30	-	-	-	-	-	-	-
				REPLICATE	-	-	85	1.0	30	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
010	75	GMC	TRUC	2250(N)	-	-	10	0.0	116	-	-	-	-	-	-	-
				REPLICATE	-	-	20	0.0	88	-	-	-	-	-	-	-
				IDLE(N)	-	-	30	0.0	43	-	-	-	-	-	-	-
				REPLICATE	-	-	30	0.0	38	-	-	-	-	-	-	-
011	75	AMMO	HORN	2250(N)	-	-	80	1.6	552	80	0.6	90	0.6	50	1.3	450
				REPLICATE	-	-	70	1.2	501	-	-	-	-	90	1.8	409
				IDLE(N)	-	-	135	2.3	154	120	0.5	120	0.1	65	0.2	126
				REPLICATE	-	-	110	1.3	123	-	-	-	-	85	0.4	146
012	75	BUIC	CNTY	2250(N)	-	-	35	1.6	78	40	0.3	20	0.1	30	1.1	40
				REPLICATE	-	-	80	2.0	67	-	-	-	-	80	2.2	72
				IDLE(N)	-	-	80	1.1	34	90	0.1	15	0.0	80	0.9	28
				REPLICATE	-	-	110	1.0	27	-	-	-	-	130	1.5	37
013	75	BUIC	RIVI	2250(N)	-	-	105	2.1	83	110	0.5	100	0.2	135	4.2	70
				REPLICATE	-	-	140	3.8	47	-	-	-	-	160	5.4	67
				IDLE(N)	-	-	190	2.4	45	270	3.2	100	0.2	40	0.1	41
				REPLICATE	-	-	215	3.1	28	-	-	-	-	130	1.2	47
014	75	BUIC	REGA	2250(N)	-	-	55	2.2	106	60	0.6	30	0.3	80	2.8	106
				REPLICATE	-	-	179	8.5	55	-	-	-	-	110	4.9	59
				IDLE(N)	-	-	130	1.7	38	200	2.4	40	0.1	70	1.0	36
				REPLICATE	-	-	165	1.9	28	-	-	-	-	40	0.1	63
015	75	CADI	ELDO	2250(N)	-	-	140	3.6	151	200	2.2	60	2.0	120	3.6	136
				REPLICATE	-	-	180	6.2	121	-	-	-	-	250	5.5	128
				IDLE(N)	-	-	505	4.0	52	560	3.0	210	0.4	380	1.2	28
				REPLICATE	-	-	540	4.6	40	-	-	-	-	800	2.0	79
016	75	CHEV	VEGA	2250(N)	-	-	25	0.1	276	100	0.3	40	0.0	15	0.0	181
				REPLICATE	-	-	50	0.1	239	-	-	-	-	10	0.1	209
				IDLE(N)	-	-	80	3.5	12	290	4.2	60	0.0	20	0.1	60
				REPLICATE	-	-	230	4.8	45	-	-	-	-	150	2.5	18
017	75	CHEV	NOVA	2250(N)	-	-	10	0.0	212	30	0.1	30	0.1	15	0.0	237
				REPLICATE	-	-	25	0.0	307	-	-	-	-	25	0.0	327
				IDLE(N)	-	-	12	0.0	86	90	0.1	85	0.0	20	0.0	64
				REPLICATE	-	-	25	0.0	90	-	-	-	-	20	0.0	74
018	75	CHEV	MONT	2250(N)	-	-	55	0.9	103	140	1.1	100	0.4	50	0.8	78
				REPLICATE	-	-	55	1.5	85	-	-	-	-	125	1.5	84
				IDLE(N)	-	-	25	0.1	75	340	0.2	90	0.0	25	0.0	75
				REPLICATE	-	-	20	0.0	75	-	-	-	-	85	0.1	81

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
019	75	CHEV	CAPR	2250(N)	-	-	185	4.9	80	40	0.3	30	0.2	110	2.3	106
				REPLICATE	-	-	135	3.3	81	-	-	-	-	180	3.6	94
				IDLE(N)	-	-	60	0.1	10	70	0.1	35	0.0	40	0.1	101
				REPLICATE	-	-	35	0.1	30	-	-	-	-	70	0.1	103
020	75	CHEV	IMPA	2250(N)	-	-	120	2.4	65	50	1.2	40	0.1	30	1.0	48
				REPLICATE	-	-	60	1.8	56	-	-	-	-	60	1.9	48
				IDLE(N)	-	-	35	0.1	70	30	0.1	30	0.0	15	0.1	70
				REPLICATE	-	-	25	0.1	66	-	-	-	-	20	0.1	68
021	75	CHEV	STAW	2250(N)	-	-	15	0.1	123	40	0.0	40	0.0	20	0.0	88
				REPLICATE	-	-	20	0.1	146	-	-	-	-	10	0.0	96
				IDLE(N)	-	-	45	0.1	51	60	0.0	55	0.0	45	0.0	45
				REPLICATE	-	-	15	0.1	65	-	-	-	-	25	0.0	46
022	75	CHRY	NEWP	2250(N)	-	-	40	0.1	237	120	0.0	50	1.5	30	1.3	103
				REPLICATE	-	-	35	0.1	227	-	-	-	-	30	1.7	98
				IDLE(N)	-	-	55	0.0	49	90	0.1	140	0.3	30	0.0	49
				REPLICATE	-	-	40	0.1	48	-	-	-	-	20	0.0	47
023	75	DODG	CORO	2250(N)	-	-	40	0.1	655	320	4.4	190	0.9	20	0.1	389
				REPLICATE	-	-	100	0.7	75	-	-	-	-	130	0.9	196
				IDLE(N)	-	-	210	4.4	34	140	0.5	80	0.1	20	0.1	54
				REPLICATE	-	-	230	4.7	15	-	-	-	-	45	0.1	50
024	75	DODG	DART	2250(N)	-	-	260	0.6	204	750	1.8	175	0.4	25	0.0	232
				REPLICATE	-	-	350	0.8	219	-	-	-	-	60	0.0	222
				IDLE(N)	-	-	390	7.3	37	440	7.6	70	0.0	20	0.0	91
				REPLICATE	-	-	380	6.7	37	-	-	-	-	55	0.0	94
025	75	FORD	MUST	2250(N)	-	-	75	0.0	59	40	0.0	45	0.0	30	0.1	64
				REPLICATE	-	-	30	0.1	64	-	-	-	-	30	0.1	54
				IDLE(N)	-	-	75	0.0	62	30	0.0	50	0.0	28	0.1	42
				REPLICATE	-	-	30	0.1	40	-	-	-	-	30	0.1	37
026	75	FORD	TORI	2250(N)	-	-	15	0.2	72	10	0.2	10	0.2	15	0.2	106
				REPLICATE	-	-	15	0.2	72	-	-	-	-	10	0.2	111
				IDLE(N)	-	-	45	0.2	46	40	0.1	60	0.5	40	0.4	50
				REPLICATE	-	-	40	0.1	41	-	-	-	-	25	0.3	58
027	75	FORD	GRAN	2250(N)	-	-	30	0.0	146	30	0.0	30	0.0	20	0.0	95
				REPLICATE	-	-	20	0.0	146	-	-	-	-	25	0.0	67
				IDLE(N)	-	-	25	0.0	51	35	0.0	30	0.0	20	0.0	40
				REPLICATE	-	-	15	0.0	19	-	-	-	-	20	0.0	38

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

NO.	YR	MAKE	MODL	MODE	ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
					HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
028	75	FORD	LTD	2250(N)	-	-	25	0.5	56	40	0.4	50	0.3	20	0.6	70
				REPLICATE	-	-	30	0.1	64	-	-	-	-	35	0.8	60
				IDLE(N)	-	-	60	0.6	39	80	0.4	105	0.1	50	0.2	56
				REPLICATE	-	-	50	0.0	48	-	-	-	-	75	0.5	50
029	75	FORD	LTD	2250(N)	-	-	20	0.6	54	120	0.3	90	0.1	30	0.5	82
				REPLICATE	-	-	30	0.6	106	-	-	-	-	18	0.5	44
				IDLE(N)	-	-	40	0.6	44	30	0.5	30	0.4	48	0.2	44
				REPLICATE	-	-	50	0.6	42	-	-	-	-	30	0.4	38
030	75	MERC	MARQ	2250(N)	-	-	55	2.1	90	60	1.0	40	0.2	10	0.5	64
				REPLICATE	-	-	72	1.5	89	-	-	-	-	20	0.4	76
				IDLE(N)	-	-	120	0.8	63	120	1.2	45	0.1	25	0.4	72
				REPLICATE	-	-	135	1.3	62	-	-	-	-	25	0.4	78
031	75	MERC	MONG	2250(N)	-	-	30	0.6	58	60	0.4	40	0.3	15	0.6	47
				REPLICATE	-	-	40	0.7	48	-	-	-	-	30	0.8	43
				IDLE(N)	-	-	110	0.4	42	180	0.5	50	0.3	28	0.7	48
				REPLICATE	-	-	140	0.5	38	-	-	-	-	40	1.0	48
032	75	OLDS	DELT	2250(N)	-	-	140	0.7	64	100	0.7	50	0.0	60	0.6	28
				REPLICATE	-	-	130	0.7	65	-	-	-	-	185	1.7	28
				IDLE(N)	-	-	440	4.3	45	270	3.0	60	0.0	40	0.0	73
				REPLICATE	-	-	430	4.5	42	-	-	-	-	95	0.0	80
033	75	OLDS	CUTL	2250(N)	-	-	160	0.9	42	300	0.2	70	0.1	150	1.0	42
				REPLICATE	-	-	160	1.3	62	-	-	-	-	180	2.1	62
				IDLE(N)	-	-	50	0.1	58	100	0.1	60	0.0	40	0.0	68
				REPLICATE	-	-	60	0.1	56	-	-	-	-	55	0.0	56
034	75	OLDS	DELT	2250(N)	-	-	20	0.0	141	140	0.2	150	0.1	20	0.1	101
				REPLICATE	-	-	60	1.5	108	-	-	-	-	50	2.0	149
				IDLE(N)	-	-	30	0.0	56	180	0.1	170	0.0	30	0.0	68
				REPLICATE	-	-	50	0.1	45	-	-	-	-	40	0.0	64
035	75	PLYM	FURY	2250(N)	-	-	30	0.1	154	100	0.5	90	0.6	30	0.1	138
				REPLICATE	-	-	15	0.1	189	-	-	-	-	25	0.1	70
				IDLE(N)	-	-	25	0.2	36	140	0.7	65	0.0	15	0.1	66
				REPLICATE	-	-	15	0.2	35	-	-	-	-	20	0.1	80
036	75	PLYM	DUST	2250(N)	-	-	250	0.4	307	75	2.0	40	0.1	270	0.7	327
				REPLICATE	-	-	250	0.5	409	-	-	-	-	320	0.5	307
				IDLE(N)	-	-	80	1.6	106	375	0.3	300	0.1	110	1.9	95
				REPLICATE	-	-	120	2.5	80	-	-	-	-	100	0.6	95

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

NO.	YR	MAKE	MODL	MODE	ACCEPT HC	ACCEPT CO	BEFORE MTCE HC	BEFORE MTCE CO	BEFORE MTCE NOX	MECH REC HC	MECH REC CO	MECH CK HC	MECH CK CO	AFTER MTCE HC	AFTER MTCE CO	AFTER MTCE NOX
037	75	PONT	CATA	2250(N)	-	-	10	0.0	212	100	0.1	60	0.0	20	0.1	128
				REPLICATE	-	-	45	0.3	176	-	-	-	-	5	0.1	161
				IDLE(N)	-	-	45	0.0	63	180	1.0	100	0.0	40	0.0	72
				REPLICATE	-	-	50	0.2	53	-	-	-	-	30	0.0	84
038	75	PONT	LEMA	2250(N)	-	-	25	0.8	14	70	0.9	30	0.2	30	0.1	136
				REPLICATE	-	-	50	1.3	10	-	-	-	-	30	0.0	196
				IDLE(N)	-	-	300	1.3	6	460	0.4	30	0.0	25	0.0	68
				REPLICATE	-	-	310	0.6	12	-	-	-	-	30	0.0	58
039	75	PONT	GRNV	2250(N)	-	-	10	0.1	131	50	0.0	10	0.1	50	0.5	84
				REPLICATE	-	-	10	0.1	146	-	-	-	-	25	0.8	73
				IDLE(N)	-	-	90	0.1	72	100	0.0	30	0.0	200	0.1	42
				REPLICATE	-	-	50	0.1	74	-	-	-	-	230	0.1	44
040	76	CAPR	SEDA	2250(N)	-	-	10	0.0	60	270	7.5	20	0.0	10	0.0	76
				REPLICATE	-	-	260	8.9	79	-	-	-	-	400	8.8	82
				IDLE(N)	-	-	10	0.0	40	350	8.5	50	0.0	40	0.0	42
				REPLICATE	-	-	270	7.4	60	-	-	-	-	200	2.8	34
041	75	DATS	B210	2250(N)	-	-	55	0.6	184	90	0.3	90	0.3	55	1.2	111
				REPLICATE	-	-	35	0.7	133	-	-	-	-	45	1.1	98
				IDLE(N)	-	-	150	2.0	31	220	0.8	220	0.8	155	2.8	23
				REPLICATE	-	-	120	2.1	38	-	-	-	-	140	2.6	28
042	75	HOND	SEDA	2250(N)	-	-	65	1.7	22	140	1.7	150	0.7	70	1.4	32
				REPLICATE	-	-	60	1.4	30	-	-	-	-	65	1.3	35
				IDLE(N)	-	-	40	1.6	24	220	2.3	80	2.1	225	0.9	43
				REPLICATE	-	-	120	1.3	30	-	-	-	-	195	0.9	44
043	75	TOYO	CORO	2250(N)	-	-	15	0.6	45	40	0.8	60	0.6	10	0.6	68
				REPLICATE	-	-	25	0.6	63	-	-	-	-	60	0.6	62
				IDLE(N)	-	-	40	1.0	28	70	1.4	120	0.4	100	0.5	52
				REPLICATE	-	-	50	1.0	38	-	-	-	-	160	0.3	50
044	75	VOLK	SEDA	2250(N)	-	-	160	3.2	219	150	2.2	130	1.5	115	2.3	296
				REPLICATE	-	-	200	3.4	250	-	-	-	-	90	1.6	186
				IDLE(N)	-	-	200	5.8	72	160	4.0	150	3.2	170	4.6	101
				REPLICATE	-	-	240	6.0	68	-	-	-	-	170	5.0	74
045	75	VOLK	STAW	2250(N)	-	-	25	0.1	60	50	0.0	60	0.0	25	0.1	101
				REPLICATE	-	-	40	0.1	52	-	-	-	-	15	0.0	82
				IDLE(N)	-	-	25	0.1	45	45	0.0	70	0.0	35	0.1	56
				REPLICATE	-	-	35	0.1	40	-	-	-	-	20	0.0	53

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
231	75	AMMO	GREM	2250(N)	-	-	50	1.5	348	70	0.8	50	0.4	35	1.6	181
				REPLICATE	-	-	80	2.2	266	-	-	-	-	65	4.3	106
				IDLE(N)	-	-	180	4.6	75	210	4.0	150	1.1	135	2.4	74
				REPLICATE	-	-	180	4.2	70	-	-	-	-	125	2.6	60
232	75	AMMO	HORN	2250(N)	-	-	30	0.1	111	35	0.0	30	0.0	45	0.0	118
				REPLICATE	-	-	20	0.1	266	-	-	-	-	15	0.0	151
				IDLE(N)	-	-	40	0.1	47	60	0.0	70	0.0	70	0.0	63
				REPLICATE	-	-	40	0.1	58	-	-	-	-	40	0.0	63
233	75	AMMO	MATA	2250(N)	-	-	40	0.0	450	30	0.0	30	0.0	100	0.0	430
				REPLICATE	-	-	45	0.0	389	-	-	-	-	40	0.0	532
				IDLE(N)	-	-	25	0.0	74	50	0.0	50	0.0	60	0.0	52
				REPLICATE	-	-	32	0.0	64	-	-	-	-	20	0.0	68
234	75	BUIC	SKYH	2250(N)	-	-	75	0.9	68	90	0.2	95	0.2	20	0.1	121
				REPLICATE	-	-	135	1.7	80	-	-	-	-	90	1.3	70
				IDLE(N)	-	-	20	0.1	75	80	0.1	70	0.1	15	0.1	78
				REPLICATE	-	-	125	1.5	45	-	-	-	-	40	0.4	32
235	75	BUIC	SKYL	2250(N)	-	-	192	2.9	171	150	1.2	150	0.5	130	1.1	108
				REPLICATE	-	-	300	7.5	92	-	-	-	-	180	3.8	116
				IDLE(N)	-	-	395	1.3	89	230	0.1	240	0.1	60	0.1	103
				REPLICATE	-	-	450	3.6	66	-	-	-	-	20	0.0	40
236	75	BUIC	REGA	2250(N)	-	-	140	5.0	89	65	0.5	70	1.3	70	1.9	113
				REPLICATE	-	-	130	5.4	80	-	-	-	-	120	4.8	86
				IDLE(N)	-	-	150	2.2	60	150	0.6	35	0.1	25	0.1	79
				REPLICATE	-	-	160	3.0	51	-	-	-	-	90	1.1	58
238	75	BUIC	STAW	2250(N)	-	-	160	4.7	79	70	0.6	50	0.3	110	3.7	80
				REPLICATE	-	-	170	8.4	43	-	-	-	-	200	7.0	36
				IDLE(N)	-	-	190	3.1	57	150	0.7	40	0.0	40	2.5	53
				REPLICATE	-	-	160	4.7	24	-	-	-	-	52	3.6	57
240	75	BUIC	RIVI	2250(N)	-	-	240	3.8	101	50	0.4	50	0.4	95	1.7	121
				REPLICATE	-	-	110	6.3	3	-	-	-	-	140	5.0	67
				IDLE(N)	-	-	160	3.2	68	50	0.0	60	0.0	35	0.1	93
				REPLICATE	-	-	130	6.7	2	-	-	-	-	125	3.2	49
241	76	CADI	SEVI	2250(N)	35	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	80	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
242	75	CADI	DEVI	2250(N)	30	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	30	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
243	75	CADI	FLEE	2250(N)	150	5.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	160	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
244	75	CHEV	VEGA	2250(N)	-	-	160	5.1	143	220	3.2	90	1.5	120	3.3	169
				REPLICATE	-	-	205	6.5	78	-	-	-	-	110	3.7	176
				IDLE(N)	-	-	250	6.4	61	270	4.0	60	0.1	110	0.6	32
				REPLICATE	-	-	320	8.2	28	-	-	-	-	150	2.1	58
245	75	CHEV	MONZ	2250(N)	-	-	225	5.4	126	130	2.4	120	2.2	155	3.3	186
				REPLICATE	-	-	240	6.4	72	-	-	-	-	200	5.0	91
				IDLE(N)	-	-	205	3.7	53	170	1.3	150	0.3	25	0.0	85
				REPLICATE	-	-	220	4.4	34	-	-	-	-	100	0.5	92
246	75	CHEV	MONZ	2250(N)	-	-	20	0.1	83	45	0.0	30	0.0	30	0.1	84
				REPLICATE	-	-	15	0.1	77	-	-	-	-	15	0.1	92
				IDLE(N)	-	-	30	0.1	72	50	0.0	25	0.0	25	0.1	74
				REPLICATE	-	-	15	0.1	61	-	-	-	-	10	0.1	96
247	75	CHEV	NOVA	2250(N)	-	-	10	0.0	327	40	0.1	20	0.1	20	0.0	199
				REPLICATE	-	-	90	1.9	307	-	-	-	-	5	0.0	286
				IDLE(N)	-	-	20	0.1	72	50	0.0	40	0.1	10	0.0	47
				REPLICATE	-	-	125	2.5	58	-	-	-	-	10	0.0	26
248	75	CHEV	NOVA	2250(N)	-	-	50	0.1	72	190	0.4	90	0.1	35	0.0	69
				REPLICATE	-	-	40	0.1	73	-	-	-	-	15	0.0	81
				IDLE(N)	-	-	45	0.1	77	180	0.2	70	0.0	30	0.0	76
				REPLICATE	-	-	35	0.1	79	-	-	-	-	10	0.0	67
249	75	CHEV	CAMA	2250(N)	-	-	115	3.3	118	160	1.7	130	1.5	115	3.2	103
				REPLICATE	-	-	220	5.8	93	-	-	-	-	110	3.6	103
				IDLE(N)	-	-	35	0.0	40	140	0.1	135	0.0	35	0.1	63
				REPLICATE	-	-	225	3.3	56	-	-	-	-	25	0.1	72
250	75	CHEV	NOVA	2250(N)	-	-	110	3.1	92	130	2.0	120	1.5	70	2.1	85
				REPLICATE	-	-	120	4.0	88	-	-	-	-	80	3.3	94
				IDLE(N)	-	-	245	5.6	41	260	4.8	90	0.3	100	1.2	33
				REPLICATE	-	-	250	5.8	42	-	-	-	-	65	0.9	20

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
252	75	CHEV	MALI	2250(N)	-	-	75	2.6	69	120	1.5	100	1.5	50	1.8	45
				REPLICATE	-	-	90	4.2	64	-	-	-	-	50	2.5	84
				IDLE(N)	-	-	100	1.8	73	150	0.9	5	0.0	30	0.1	86
				REPLICATE	-	-	165	3.1	39	-	-	-	-	15	0.0	89
253	75	CHEV	MALI	2250(N)	-	-	40	1.0	54	80	0.2	70	0.1	15	0.5	30
				REPLICATE	-	-	30	1.1	58	-	-	-	-	15	0.8	58
				IDLE(N)	-	-	15	0.1	96	125	0.1	90	0.0	15	0.0	91
				REPLICATE	-	-	10	0.0	92	-	-	-	-	5	0.0	99
254	75	CHEV	MALI	2250(N)	150	4.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
255	75	CHEV	STAW	2250(N)	85	1.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	50	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
256	75	CHEV	MONT	2250(N)	30	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
257	75	CHEV	MONT	2250(N)	0	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	10	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
258	75	CHEV	CAPR	2250(N)	150	3.0	35	1.0	81	115	1.8	20	0.0	15	0.6	88
				REPLICATE	-	-	40	1.3	70	-	-	-	-	30	1.0	60
				IDLE(N)	270	5.0	80	1.5	46	230	3.2	50	0.3	20	0.4	48
				REPLICATE	-	-	80	1.5	38	-	-	-	-	30	0.5	50
259	75	CHEV	IMPA	2250(N)	45	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	55	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
260	75	CHEV	IMPA	2250(N)	50	1.7	15	0.9	84	70	1.4	60	0.7	35	1.6	85
				REPLICATE	-	-	20	0.9	74	-	-	-	-	80	2.7	86
				IDLE(N)	180	4.5	45	1.0	50	240	3.6	170	0.1	40	0.0	54
				REPLICATE	-	-	65	0.9	34	-	-	-	-	40	0.0	56

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
261	75	CHEV	IMPA	2250(N)	100	2.4	105	3.3	80	50	0.6	100	1.2	30	1.6	80
				REPLICATE	-	-	150	4.2	55	-	-	-	-	95	2.6	82
				IDLE(N)	230	4.5	195	4.8	46	200	6.4	200	0.1	35	0.0	78
				REPLICATE	-	-	250	5.7	22	-	-	-	-	60	0.0	72
262	75	CHEV	IMPA	2250(N)	235	6.0	115	2.9	94	120	3.0	90	1.2	80	2.7	74
				REPLICATE	-	-	145	3.7	63	-	-	-	-	90	2.9	72
				IDLE(N)	340	5.8	215	3.5	47	285	6.0	180	0.0	25	0.0	60
				REPLICATE	-	-	270	3.8	20	-	-	-	-	30	0.0	64
263	75	CHEV	CAPR	2250(N)	-	-	20	0.1	146	10	0.0	10	0.0	15	0.0	154
				REPLICATE	-	-	20	0.1	138	-	-	-	-	5	0.0	181
				IDLE(N)	-	-	25	0.1	40	0	0.0	0	0.0	30	0.0	45
				REPLICATE	-	-	15	0.1	43	-	-	-	-	25	0.0	50
264	75	CHEV	IMPA	2250(N)	-	-	10	0.1	171	150	0.1	100	0.0	10	0.0	111
				REPLICATE	-	-	25	0.1	97	-	-	-	-	10	0.0	143
				IDLE(N)	-	-	50	0.1	40	130	0.4	40	0.0	40	0.0	41
				REPLICATE	-	-	35	0.1	34	-	-	-	-	30	0.0	51
265	75	CHEV	CAPR	2250(N)	25	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	30	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
266	75	CHEV	CAPR	2250(N)	-	-	5	0.0	98	30	0.0	30	0.0	10	0.1	103
				REPLICATE	-	-	5	0.0	97	-	-	-	-	10	0.1	106
				IDLE(N)	-	-	10	0.0	42	20	0.0	20	0.0	10	0.1	46
				REPLICATE	-	-	10	0.0	45	-	-	-	-	20	0.1	47
267	75	CHRY	CORD	2250(N)	-	-	150	2.0	358	60	0.4	60	0.0	90	1.3	430
				REPLICATE	-	-	100	2.1	327	-	-	-	-	40	1.2	368
				IDLE(N)	-	-	170	4.7	62	140	2.7	50	0.0	80	0.4	41
				REPLICATE	-	-	170	4.8	60	-	-	-	-	60	0.4	33
268	75	CHRY	IMPE	2250(N)	500	5.5	20	0.0	389	120	0.1	20	0.1	10	0.1	106
				REPLICATE	-	-	80	0.1	307	-	-	-	-	30	0.9	255
				IDLE(N)	350	8.5	210	6.2	45	1800	4.0	30	0.0	15	0.2	22
				REPLICATE	-	-	2000	5.2	15	-	-	-	-	60	0.9	34
270	75	DODG	DART	2250(N)	-	-	42	0.1	207	100	0.1	80	0.0	8	0.0	348
				REPLICATE	-	-	120	1.0	307	-	-	-	-	35	0.1	73
				IDLE(N)	-	-	145	2.0	42	220	1.3	200	0.9	90	1.2	38
				REPLICATE	-	-	175	1.9	46	-	-	-	-	85	0.7	20

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
272	75	DODG	CHAR	2250(N)	-	-	70	2.1	327	120	1.3	60	0.1	55	1.5	222
				REPLICATE	-	-	90	1.8	286	-	-	-	-	20	1.1	80
				IDLE(N)	-	-	160	4.1	72	200	4.1	110	1.5	90	2.5	37
				REPLICATE	-	-	185	4.4	62	-	-	-	-	60	2.1	39
273	75	DODG	MONA	2250(N)	-	-	55	2.8	76	70	2.3	60	2.3	10	0.0	389
				REPLICATE	-	-	50	3.1	181	-	-	-	-	25	0.0	266
				IDLE(N)	-	-	275	8.0	37	215	7.2	110	0.3	15	0.0	69
				REPLICATE	-	-	300	8.2	38	-	-	-	-	25	0.0	30
275	75	FORD	MUST	2250(N)	-	-	15	0.5	50	50	0.4	60	0.2	15	0.4	50
				REPLICATE	-	-	10	0.5	71	-	-	-	-	30	0.4	62
				IDLE(N)	-	-	50	0.2	33	80	0.5	50	0.8	40	0.4	40
				REPLICATE	-	-	40	0.3	41	-	-	-	-	45	0.4	49
276	75	FORD	PINT	2250(N)	40	1.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	0.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
277	75	FORD	MUST	2250(N)	-	-	15	0.1	46	80	0.0	50	0.1	25	0.1	126
				REPLICATE	-	-	10	0.1	62	-	-	-	-	23	0.1	65
				IDLE(N)	-	-	25	0.0	28	70	0.0	140	0.1	98	0.1	72
				REPLICATE	-	-	17	0.0	38	-	-	-	-	35	0.1	58
281	75	FORD	GRAN	2250(N)	-	-	28	0.1	227	25	0.1	30	0.0	30	0.1	50
				REPLICATE	-	-	70	0.1	176	-	-	-	-	40	0.1	176
				IDLE(N)	-	-	180	5.6	12	280	5.2	130	0.0	85	0.0	57
				REPLICATE	-	-	340	4.8	8	-	-	-	-	80	0.0	64
282	75	FORD	STAW	2250(N)	-	-	30	0.5	65	40	0.4	20	0.4	20	0.6	56
				REPLICATE	-	-	25	0.7	58	-	-	-	-	130	3.6	46
				IDLE(N)	-	-	50	0.5	57	110	0.4	30	0.2	50	0.5	54
				REPLICATE	-	-	35	0.8	50	-	-	-	-	60	3.8	36
283	75	FORD	TORI	2250(N)	80	4.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	100	0.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
284	75	FORD	TORI	2250(N)	-	-	10	0.3	81	40	0.1	20	0.1	15	0.3	55
				REPLICATE	-	-	35	0.9	111	-	-	-	-	20	0.5	62
				IDLE(N)	-	-	20	2.4	52	25	0.6	15	0.2	20	0.4	58
				REPLICATE	-	-	40	1.3	47	-	-	-	-	35	0.4	52

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
285	75	FORD	LTD	2250(N)	-	-	90	2.0	111	100	1.5	40	0.4	20	0.5	60
				REPLICATE	-	-	150	3.0	106	-	-	-	-	130	4.8	72
				IDLE(N)	-	-	190	3.5	60	230	3.5	100	0.5	140	1.1	50
				REPLICATE	-	-	200	4.4	58	-	-	-	-	250	7.2	38
286	75	FORD	ELIT	2250(N)	-	-	60	3.5	131	100	3.0	10	0.1	10	0.2	113
				REPLICATE	-	-	75	3.3	131	-	-	-	-	10	0.2	96
				IDLE(N)	-	-	85	1.7	93	130	1.0	30	0.1	20	0.2	90
				REPLICATE	-	-	90	1.2	82	-	-	-	-	20	0.3	72
287	75	FORD	LTD	2250(N)	-	-	15	0.6	91	40	0.1	20	0.4	10	0.4	62
				REPLICATE	-	-	20	0.5	54	-	-	-	-	25	0.4	56
				IDLE(N)	-	-	35	0.7	46	55	0.4	30	0.5	25	0.5	50
				REPLICATE	-	-	30	0.6	44	-	-	-	-	35	0.6	44
288	75	FORD	TORI	2250(N)	156	4.2	95	4.3	84	190	3.0	80	2.5	70	2.8	88
				REPLICATE	-	-	135	6.2	70	-	-	-	-	100	3.6	95
				IDLE(N)	250	7.0	290	8.8	38	700	9.2	120	0.5	110	1.0	60
				REPLICATE	-	-	280	9.0	36	-	-	-	-	110	1.8	70
289	75	FORD	LTD	2250(N)	-	-	130	8.7	62	155	4.8	40	0.3	15	0.5	51
				REPLICATE	-	-	185	9.4	62	-	-	-	-	20	0.6	50
				IDLE(N)	-	-	580	10.0	18	350	8.0	50	0.2	25	0.4	53
				REPLICATE	-	-	800	10.0	16	-	-	-	-	30	0.5	48
290	75	FORD	LTD	2250(N)	-	-	20	0.8	47	40	0.4	50	0.5	10	0.6	138
				REPLICATE	-	-	20	0.7	51	-	-	-	-	10	0.7	56
				IDLE(N)	-	-	50	1.1	36	100	0.5	90	0.7	20	0.6	151
				REPLICATE	-	-	45	0.8	38	-	-	-	-	15	0.7	52
291	75	FORD	LTD	2250(N)	75	3.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	70	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
292	75	FORD	LTD	2250(N)	45	0.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	70	1.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
293	75	FORD	LTD	2250(N)	-	-	20	0.5	106	20	0.4	20	0.2	18	0.4	111
				REPLICATE	-	-	15	0.7	108	-	-	-	-	12	0.5	96
				IDLE(N)	-	-	70	2.1	34	60	2.4	30	0.1	30	0.5	58
				REPLICATE	-	-	75	3.8	29	-	-	-	-	25	0.9	55

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
294	75	LINC	CONT	2250(N)	-	-	10	0.8	62	30	0.3	20	0.3	10	0.4	71
				REPLICATE	-	-	10	1.1	67	-	-	-	-	10	0.6	72
				IDLE(N)	-	-	40	1.1	46	40	0.2	30	0.3	45	0.6	49
				REPLICATE	-	-	35	1.7	49	-	-	-	-	35	1.3	47
295	75	MERC	MONA	2250(N)	-	-	30	0.0	151	60	0.0	35	0.0	25	0.1	151
				REPLICATE	-	-	10	0.6	126	-	-	-	-	40	0.1	111
				IDLE(N)	-	-	40	0.0	61	240	1.2	90	0.0	50	0.1	60
				REPLICATE	-	-	20	1.4	36	-	-	-	-	60	0.0	48
297	75	MERC	MONT	2250(N)	-	-	20	0.5	62	50	0.4	30	0.4	20	0.4	18
				REPLICATE	-	-	15	0.6	58	-	-	-	-	20	0.5	61
				IDLE(N)	-	-	60	0.8	43	120	0.5	50	0.4	40	0.3	16
				REPLICATE	-	-	40	1.0	40	-	-	-	-	40	0.6	54
298	75	MERC	COUG	2250(N)	-	-	5	0.1	87	30	0.3	30	0.2	10	0.2	103
				REPLICATE	-	-	20	0.4	116	-	-	-	-	20	0.2	95
				IDLE(N)	-	-	15	0.3	33	50	0.4	50	0.1	90	0.1	70
				REPLICATE	-	-	50	0.8	39	-	-	-	-	70	0.1	77
300	75	OLDS	OMEG	2250(N)	-	-	55	0.5	99	110	0.4	105	0.4	110	1.2	141
				REPLICATE	-	-	150	2.7	90	-	-	-	-	130	2.7	128
				IDLE(N)	-	-	30	0.0	96	80	0.0	85	0.0	30	0.1	68
				REPLICATE	-	-	60	0.0	133	-	-	-	-	40	0.1	82
301	75	OLDS	CUTL	2250(N)	80	0.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	250	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
302	75	OLDS	CUTL	2250(N)	90	2.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
303	75	OLDS	STAW	2250(N)	200	0.1	60	1.1	106	65	0.1	30	0.1	60	0.9	44
				REPLICATE	-	-	150	1.0	123	-	-	-	-	50	1.6	86
				IDLE(N)	810	6.6	960	8.0	17	810	6.8	100	0.0	25	0.3	49
				REPLICATE	-	-	1000	7.9	9	-	-	-	-	15	0.0	57
304	75	OLDS	CUTL	2250(N)	10	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	15	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
305	75	OLDS	STAW	2250(N)	90	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	80	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
306	75	OLDS	DELT	2250(N)	40	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	30	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
307	75	PLYM	DUST	2250(N)	300	3.2	90	0.4	90	170	0.5	30	0.0	30	0.3	186
				REPLICATE	-	-	190	0.5	121	-	-	-	-	120	1.1	191
				IDLE(N)	400	6.2	160	4.2	48	160	3.5	30	0.0	65	1.1	96
				REPLICATE	-	-	180	4.4	50	-	-	-	-	80	1.7	86
308	75	PLYM	SCAM	2250(N)	-	-	70	1.0	164	90	0.4	60	0.9	20	0.2	45
				REPLICATE	-	-	30	0.9	95	-	-	-	-	70	2.0	44
				IDLE(N)	-	-	20	0.1	58	175	0.2	70	0.3	20	0.1	87
				REPLICATE	-	-	10	0.1	82	-	-	-	-	30	0.1	40
309	75	PLYM	VALI	2250(N)	200	5.0	125	3.9	348	140	1.2	30	0.0	35	1.8	36
				REPLICATE	-	-	210	5.2	239	-	-	-	-	145	3.0	307
				IDLE(N)	225	6.0	200	8.2	60	120	1.6	165	0.3	110	2.2	49
				REPLICATE	-	-	200	8.4	60	-	-	-	-	155	2.8	64
310	75	PLYM	FURY	2250(N)	80	1.5	70	0.6	286	50	0.8	20	0.0	25	0.5	62
				REPLICATE	-	-	80	0.5	307	-	-	-	-	50	0.7	154
				IDLE(N)	435	9.0	430	5.8	24	600	10.0	70	0.1	20	0.1	18
				REPLICATE	-	-	340	5.4	75	-	-	-	-	30	0.1	50
311	75	PLYM	FURY	2250(N)	-	-	70	1.4	327	45	0.1	10	0.0	95	1.6	276
				REPLICATE	-	-	270	1.0	389	-	-	-	-	140	1.9	286
				IDLE(N)	-	-	170	4.3	42	170	3.8	35	0.3	95	1.9	51
				REPLICATE	-	-	165	4.0	59	-	-	-	-	110	2.3	54
312	75	PLYM	FURY	2250(N)	-	-	40	1.4	237	90	2.2	20	0.5	60	1.5	276
				REPLICATE	-	-	70	1.6	276	-	-	-	-	50	2.1	219
				IDLE(N)	-	-	170	3.3	59	260	5.0	110	0.0	175	2.9	49
				REPLICATE	-	-	210	4.1	57	-	-	-	-	170	3.0	54
313	75	PLYM	FURY	2250(N)	-	-	30	0.1	237	90	1.7	50	0.2	15	0.4	80
				REPLICATE	-	-	40	0.1	266	-	-	-	-	20	0.2	101
				IDLE(N)	-	-	240	4.8	44	250	5.0	40	0.0	35	0.6	45
				REPLICATE	-	-	210	5.4	46	-	-	-	-	70	0.8	64

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
314	75	PONT	ASTR	2250(N)	-	-	200	5.2	58	380	5.0	160	2.4	160	3.4	38
				REPLICATE	-	-	280	7.2	24	-	-	-	-	130	1.3	8
				IDLE(N)	-	-	205	7.4	63	270	5.0	20	0.0	30	0.1	40
				REPLICATE	-	-	290	9.6	18	-	-	-	-	80	1.8	10
316	75	PONT	LEMA	2250(N)	60	1.4	180	5.2	86	70	1.7	100	1.0	30	1.4	202
				REPLICATE	-	-	180	5.4	76	-	-	-	-	110	3.4	191
				IDLE(N)	100	5.0	200	4.2	50	160	2.5	90	0.0	10	0.1	126
				REPLICATE	-	-	180	3.4	57	-	-	-	-	30	0.1	131
317	75	PONT	VENT	2250(N)	60	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	70	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
318	75	PONT	LEMA	2250(N)	-	-	10	0.0	358	25	0.0	40	0.1	10	0.0	317
				REPLICATE	-	-	5	0.0	358	-	-	-	-	15	0.1	307
				IDLE(N)	-	-	75	0.0	74	120	0.1	100	0.4	110	0.0	52
				REPLICATE	-	-	45	0.0	83	-	-	-	-	60	0.1	54
319	75	PONT	CATA	2250(N)	30	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	50	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
320	75	PONT	STAW	2250(N)	-	-	40	0.2	113	130	0.0	110	0.0	70	2.1	96
				REPLICATE	-	-	90	0.6	29	-	-	-	-	130	3.8	80
				IDLE(N)	-	-	45	0.1	72	90	0.0	90	0.0	30	0.1	72
				REPLICATE	-	-	40	0.0	69	-	-	-	-	240	0.9	48
321	75	PONT	GRNV	2250(N)	-	-	40	0.0	169	100	0.0	60	0.0	30	0.1	217
				REPLICATE	-	-	50	0.1	164	-	-	-	-	30	0.0	219
				IDLE(N)	-	-	15	0.1	75	35	0.0	30	0.0	10	0.0	88
				REPLICATE	-	-	10	0.1	62	-	-	-	-	10	0.0	87
322	75	AUDI	FOX	2250(N)	-	-	40	0.1	101	110	0.2	110	0.2	30	0.1	80
				REPLICATE	-	-	70	0.1	93	-	-	-	-	40	0.2	88
				IDLE(N)	-	-	80	0.2	90	90	0.2	90	0.2	80	0.2	72
				REPLICATE	-	-	70	0.2	74	-	-	-	-	170	0.2	82
323	76	CAPR	GHIA	2250(N)	-	-	255	9.5	90	50	0.1	20	0.1	25	0.1	65
				REPLICATE	-	-	310	9.9	65	-	-	-	-	15	0.1	64
				IDLE(N)	-	-	195	5.8	81	60	0.3	30	0.0	12	0.0	62
				REPLICATE	-	-	235	7.5	75	-	-	-	-	10	0.0	59

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
325	75	COLT	SEDA	2250(N)	-	-	20	0.4	62	20	0.4	20	0.4	15	0.5	61
				REPLICATE	-	-	20	0.4	64	-	-	-	-	140	4.8	95
				IDLE(N)	-	-	60	3.0	37	80	3.6	40	1.1	35	0.8	43
				REPLICATE	-	-	55	3.0	35	-	-	-	-	150	3.4	57
326	75	DATS	710	2250(N)	-	-	25	1.0	82	50	0.9	80	1.2	40	1.0	126
				REPLICATE	-	-	45	1.1	103	-	-	-	-	25	0.9	103
				IDLE(N)	-	-	70	1.4	27	100	1.0	150	0.6	120	0.6	63
				REPLICATE	-	-	85	1.2	42	-	-	-	-	80	0.6	61
327	75	DATS	B210	2250(N)	-	-	75	1.1	92	100	0.9	100	0.9	60	1.1	83
				REPLICATE	-	-	50	1.0	82	-	-	-	-	60	0.8	106
				IDLE(N)	-	-	140	1.1	35	150	1.3	230	0.7	168	0.6	36
				REPLICATE	-	-	135	1.4	48	-	-	-	-	150	0.6	42
328	75	DATS	SEDA	2250(N)	-	-	20	0.7	113	30	0.8	30	0.6	15	0.6	106
				REPLICATE	-	-	30	0.7	131	-	-	-	-	25	0.6	103
				IDLE(N)	-	-	80	1.9	34	140	2.8	110	1.7	60	1.4	40
				REPLICATE	-	-	70	1.7	41	-	-	-	-	75	1.3	42
329	75	FIAT	STAW	2250(N)	-	-	45	0.7	126	90	1.2	60	0.5	20	0.4	53
				REPLICATE	-	-	175	1.0	52	-	-	-	-	60	2.1	50
				IDLE(N)	-	-	90	1.6	28	1450	7.6	90	0.3	50	1.1	37
				REPLICATE	-	-	2000	7.5	13	-	-	-	-	800	8.1	20
330	75	FIAT	X1-9	2250(N)	-	-	20	0.1	94	25	0.1	15	0.1	15	0.1	121
				REPLICATE	-	-	10	0.1	138	-	-	-	-	25	0.1	123
				IDLE(N)	-	-	25	0.1	61	40	0.1	50	3.0	25	0.1	62
				REPLICATE	-	-	20	0.1	72	-	-	-	-	30	0.1	71
331	75	HOND	CVCC	2250(N)	-	-	75	0.7	154	-	-	-	-	-	-	-
				REPLICATE	-	-	95	1.1	146	-	-	-	-	-	-	-
				IDLE(N)	-	-	225	1.2	97	-	-	-	-	-	-	-
				REPLICATE	-	-	265	1.6	95	-	-	-	-	-	-	-
332	75	MAZD	RX3	2250(N)	-	-	0	0.1	40	20	0.0	25	0.0	200	0.4	30
				REPLICATE	-	-	0	0.3	34	-	-	-	-	70	0.2	24
				IDLE(N)	-	-	0	0.2	26	10	0.0	10	0.0	2000	1.7	17
				REPLICATE	-	-	0	0.1	26	-	-	-	-	1500	0.8	20
333	75	MAZD	RX3	2250(N)	-	-	10	0.1	34	40	0.1	10	0.1	60	0.2	25
				REPLICATE	-	-	15	0.1	32	-	-	-	-	10	0.0	32
				IDLE(N)	-	-	10	0.0	22	10	0.3	20	0.0	30	0.1	26
				REPLICATE	-	-	10	0.0	21	-	-	-	-	10	0.0	28

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

NO.	YR	MAKE	MODL	MODE	ACCEPT HC	ACCEPT CO	BEFORE MTCE HC	BEFORE MTCE CO	BEFORE MTCE NOX	MECH REC HC	MECH REC CO	MECH CK HC	MECH CK CO	AFTER MTCE HC	AFTER MTCE CO	AFTER MTCE NOX
335	75	MG	MGB	2250(N)	-	-	10	0.3	111	10	0.3	10	0.3	10	0.4	60
				REPLICATE	-	-	10	0.3	90	-	-	-	-	15	0.4	63
				IDLE(N)	-	-	20	1.0	68	20	1.0	20	1.0	15	0.9	40
				REPLICATE	-	-	20	1.0	56	-	-	-	-	80	2.7	34
336	75	OPEL	STAW	2250(N)	-	-	50	2.0	98	70	1.5	60	1.4	25	0.4	234
				REPLICATE	-	-	45	1.7	103	-	-	-	-	25	0.4	202
				IDLE(N)	-	-	85	3.2	77	60	1.1	40	0.6	50	1.1	89
				REPLICATE	-	-	80	3.0	81	-	-	-	-	35	0.9	79
338	75	PORS	911S	2250(N)	-	-	35	0.6	101	50	0.9	50	0.6	10	0.4	97
				REPLICATE	-	-	30	0.7	92	-	-	-	-	20	0.4	88
				IDLE(N)	-	-	135	1.7	73	80	3.0	100	1.5	35	1.1	91
				REPLICATE	-	-	70	2.2	70	-	-	-	-	80	1.1	90
339	75	TOYO	CORO	2250(N)	40	0.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	50	0.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
340	75	TOYO	CELI	2250(N)	-	-	50	0.7	55	70	0.3	50	0.2	70	0.8	44
				REPLICATE	-	-	25	0.7	60	-	-	-	-	125	0.5	113
				IDLE(N)	-	-	1200	0.6	75	190	0.3	140	0.2	900	0.6	50
				REPLICATE	-	-	1000	0.8	90	-	-	-	-	1020	1.0	121
341	75	TOYO	CORO	2250(N)	-	-	60	1.1	78	5	0.1	20	0.0	40	0.9	57
				REPLICATE	-	-	10	0.6	67	-	-	-	-	15	0.6	60
				IDLE(N)	-	-	38	0.9	38	5	0.1	20	0.1	22	0.6	36
				REPLICATE	-	-	9	0.4	63	-	-	-	-	25	0.4	46
342	75	VOLK	SEDA	2250(N)	-	-	100	1.4	222	160	1.1	130	1.0	120	1.2	176
				REPLICATE	-	-	115	1.5	171	-	-	-	-	110	1.1	196
				IDLE(N)	-	-	260	2.4	79	250	2.4	210	1.7	140	1.8	57
				REPLICATE	-	-	260	2.7	65	-	-	-	-	330	1.6	76
343	75	VOLK	RABB	2250(N)	-	-	250	0.6	106	180	0.9	150	0.4	260	0.7	108
				REPLICATE	-	-	390	0.7	113	-	-	-	-	290	0.8	60
				IDLE(N)	-	-	100	2.5	34	350	2.8	60	1.8	180	3.6	31
				REPLICATE	-	-	150	2.8	35	-	-	-	-	650	6.2	12
344	75	VOLK	RABB	2250(N)	15	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	15	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
345	75	VOLV	SEDA	2250(N)	-	-	10	0.5	50	30	0.5	30	0.3	10	0.5	57
				REPLICATE	-	-	20	0.5	38	-	-	-	-	30	0.4	57
				IDLE(N)	-	-	15	0.6	40	60	1.3	45	0.8	20	0.6	53
				REPLICATE	-	-	20	0.6	36	-	-	-	-	30	0.7	54
511	75	FORD	GRAN	2250(N)	-	-	15	0.1	55	30	0.0	30	0.0	20	0.0	72
				REPLICATE	-	-	20	0.1	56	-	-	-	-	10	0.0	69
				IDLE(N)	-	-	20	0.1	28	55	0.0	20	0.0	25	0.0	34
				REPLICATE	-	-	25	0.1	31	-	-	-	-	15	0.0	33
512	75	MERC	MONA	2250(N)	-	-	10	0.1	92	20	0.0	20	0.0	25	0.1	72
				REPLICATE	-	-	15	0.1	87	-	-	-	-	25	0.1	82
				IDLE(N)	-	-	10	0.1	60	20	0.0	20	0.0	30	0.1	36
				REPLICATE	-	-	15	0.1	56	-	-	-	-	25	0.1	59
513	75	OLDS	OMEG	2250(N)	-	-	65	0.0	365	1500	0.3	60	0.2	35	0.0	169
				REPLICATE	-	-	50	0.0	378	-	-	-	-	10	0.0	204
				IDLE(N)	-	-	70	0.0	169	2000	0.2	250	0.3	70	0.1	36
				REPLICATE	-	-	95	0.0	156	-	-	-	-	80	0.7	32
514	75	PLYM	GRNF	2250(N)	-	-	20	1.6	161	130	1.1	20	0.0	10	1.7	85
				REPLICATE	-	-	40	2.5	156	-	-	-	-	35	3.0	133
				IDLE(N)	-	-	340	8.5	28	320	8.0	30	0.0	40	1.2	8
				REPLICATE	-	-	350	8.8	31	-	-	-	-	40	0.4	20
515	75	PONT	VENT	2250(N)	-	-	10	0.0	317	0	0.0	0	0.0	10	0.0	79
				REPLICATE	-	-	20	0.0	276	-	-	-	-	10	0.0	101
				IDLE(N)	-	-	15	0.0	67	50	0.2	10	0.0	12	0.0	38
				REPLICATE	-	-	20	0.0	82	-	-	-	-	10	0.0	50
516	75	BMW	SEDA	2250(N)	-	-	4	0.1	68	-	-	-	-	-	-	-
				REPLICATE	-	-	5	0.1	19	-	-	-	-	-	-	-
				IDLE(N)	-	-	4	0.1	81	-	-	-	-	-	-	-
				REPLICATE	-	-	8	0.1	77	-	-	-	-	-	-	-
517	75	BMW	530I	2250(N)	-	-	20	0.4	54	-	-	-	-	-	-	-
				REPLICATE	-	-	30	0.6	53	-	-	-	-	-	-	-
				IDLE(N)	-	-	2000	5.8	22	-	-	-	-	-	-	-
				REPLICATE	-	-	2000	5.8	21	-	-	-	-	-	-	-
518	75	SUBA	STAW	2250(N)	-	-	40	0.4	67	30	0.1	20	0.2	80	0.4	69
				REPLICATE	-	-	65	0.4	57	-	-	-	-	90	0.4	67
				IDLE(N)	-	-	190	1.2	40	150	0.3	50	0.2	260	1.1	70
				REPLICATE	-	-	230	1.4	40	-	-	-	-	330	1.2	53

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
519	75	MERB	450S	2250(N)	-	-	10	0.3	45	80	0.2	80	0.2	15	0.2	48
				REPLICATE	-	-	10	0.3	47	-	-	-	-	15	0.2	45
				IDLE(N)	-	-	20	0.6	33	65	1.0	65	1.0	40	0.3	37
				REPLICATE	-	-	30	0.8	31	-	-	-	-	25	0.4	36
520	75	PORS	914	2250(N)	-	-	20	0.4	92	-	-	-	-	-	-	-
				REPLICATE	-	-	20	0.4	88	-	-	-	-	-	-	-
				IDLE(N)	-	-	40	0.8	70	-	-	-	-	-	-	-
				REPLICATE	-	-	45	0.8	70	-	-	-	-	-	-	-
521	75	SAAB	99LE	2250(N)	-	-	40	0.4	151	-	-	-	-	-	-	-
				REPLICATE	-	-	180	0.6	169	-	-	-	-	-	-	-
				IDLE(N)	-	-	1580	1.1	65	-	-	-	-	-	-	-
				REPLICATE	-	-	1680	1.1	65	-	-	-	-	-	-	-
522	75	AMMO	HORN	2250(N)	-	-	60	0.7	696	90	1.1	70	0.4	60	0.8	171
				REPLICATE	-	-	70	0.8	655	-	-	-	-	95	1.3	378
				IDLE(N)	-	-	190	2.3	94	210	2.0	180	0.7	50	2.2	98
				REPLICATE	-	-	200	2.4	86	-	-	-	-	210	3.6	68
523	75	AMMO	HORN	2250(N)	-	-	55	1.9	368	50	1.4	55	0.9	55	1.7	389
				REPLICATE	-	-	55	1.9	450	-	-	-	-	50	1.8	389
				IDLE(N)	-	-	105	3.1	136	90	2.5	75	0.4	80	0.5	131
				REPLICATE	-	-	110	3.1	133	-	-	-	-	55	0.4	126
524	75	DODG	MONA	2250(N)	-	-	20	0.3	171	30	0.4	20	0.1	10	0.1	286
				REPLICATE	-	-	40	1.0	286	-	-	-	-	10	0.1	317
				IDLE(N)	-	-	250	4.0	31	300	3.4	130	0.3	20	0.1	53
				REPLICATE	-	-	170	2.2	34	-	-	-	-	10	0.1	61
525	75	MERC	MARQ	2250(N)	-	-	10	0.2	103	40	0.3	30	0.3	10	0.1	146
				REPLICATE	-	-	10	0.2	103	-	-	-	-	10	0.3	95
				IDLE(N)	-	-	25	0.3	58	60	0.5	80	0.4	25	0.3	67
				REPLICATE	-	-	20	0.5	50	-	-	-	-	20	0.6	53
534	75	AMMO	GREM	2250(N)	80	1.3	75	1.6	276	65	0.8	45	0.8	65	1.9	229
				REPLICATE	-	-	115	1.9	266	-	-	-	-	100	2.3	204
				IDLE(N)	230	6.4	270	8.0	43	210	4.7	90	0.1	120	0.4	69
				REPLICATE	-	-	268	7.8	49	-	-	-	-	135	0.6	69
535	76	AMMO	HORN	2250(N)	110	1.6	70	2.4	72	100	1.3	90	1.7	60	1.6	250
				REPLICATE	-	-	80	3.0	56	-	-	-	-	80	2.0	239
				IDLE(N)	180	4.2	130	2.3	36	150	2.5	110	0.3	100	0.4	88
				REPLICATE	-	-	130	2.5	36	-	-	-	-	100	0.4	84

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
536	75	AMMO	PACE	2250(N)	120	4.8	80	5.6	156	300	2.2	165	4.4	80	5.6	181
				REPLICATE	-	-	120	6.8	121	-	-	-	-	145	7.4	131
				IDLE(N)	180	4.6	150	6.2	66	460	6.8	200	1.0	80	0.7	106
				REPLICATE	-	-	170	6.0	64	-	-	-	-	110	0.9	106
537	75	AMMO	HORN	2250(N)	50	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	90	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
538	75	AMMO	HORN	2250(N)	40	0.2	10	0.4	50	25	0.2	25	0.2	40	0.3	151
				REPLICATE	-	-	20	0.3	181	-	-	-	-	40	0.3	202
				IDLE(N)	170	2.2	20	1.2	40	30	1.5	70	0.5	30	0.9	36
				REPLICATE	-	-	30	1.5	39	-	-	-	-	50	0.6	40
539	75	AMMO	HORN	2250(N)	70	1.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	130	1.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
540	75	AMMO	PACE	2250(N)	70	3.7	80	3.0	389	65	1.1	90	2.3	55	3.6	106
				REPLICATE	-	-	100	3.8	286	-	-	-	-	75	4.0	126
				IDLE(N)	100	3.1	130	3.3	111	150	3.0	100	1.0	50	1.4	164
				REPLICATE	-	-	140	3.2	101	-	-	-	-	70	1.5	171
541	75	AMMO	MATA	2250(N)	290	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	45	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
542	75	BUIC	SKYL	2250(N)	25	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	250	1.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
543	75	BUIC	REGA	2250(N)	40	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	30	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
544	75	BUIC	LESA	2250(N)	140	6.5	60	3.0	50	220	1.9	50	1.6	80	3.0	67
				REPLICATE	-	-	110	4.8	62	-	-	-	-	120	5.3	64
				IDLE(N)	180	3.8	120	3.2	35	245	4.4	45	0.1	5	0.0	56
				REPLICATE	-	-	170	4.8	26	-	-	-	-	30	0.0	60

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

NO.	YR	MAKE	MODL	MODE	ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
					HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
545	75	BUIC	LESA	2250(N)	140	4.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	175	1.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
546	75	BUIC	REGA	2250(N)	120	2.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	30	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
547	75	BUIC	REGA	2250(N)	180	6.5	115	3.7	92	90	1.6	60	1.0	50	2.4	84
				REPLICATE	-	-	110	4.6	72	-	-	-	-	60	2.8	83
				IDLE(N)	240	6.0	160	4.7	65	155	2.5	30	0.0	15	0.0	82
				REPLICATE	-	-	200	6.4	40	-	-	-	-	20	0.0	94
548	75	BUIC	LESA	2250(N)	80	2.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	120	1.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
549	75	BUIC	LESA	2250(N)	70	0.8	55	1.6	209	55	0.8	25	0.4	25	1.0	60
				REPLICATE	-	-	70	2.0	199	-	-	-	-	20	1.0	68
				IDLE(N)	160	2.2	150	3.0	30	150	2.2	15	0.0	10	0.0	60
				REPLICATE	-	-	150	3.0	34	-	-	-	-	10	0.0	70
550	75	BUIC	LESA	2250(N)	120	3.8	75	4.2	70	145	4.2	75	1.3	55	2.7	82
				REPLICATE	-	-	120	5.4	48	-	-	-	-	70	3.2	57
				IDLE(N)	220	4.8	200	6.2	42	270	7.3	25	0.0	65	1.1	45
				REPLICATE	-	-	230	6.6	20	-	-	-	-	70	1.1	32
551	75	BUIC	LESA	2250(N)	145	2.2	90	2.2	79	100	1.4	85	1.3	70	2.4	84
				REPLICATE	-	-	100	2.8	67	-	-	-	-	90	2.2	71
				IDLE(N)	225	2.6	180	3.8	48	180	2.8	30	0.1	25	0.1	60
				REPLICATE	-	-	200	4.4	33	-	-	-	-	90	0.4	52
552	75	BUIC	RIVI	2250(N)	120	3.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	110	0.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
553	75	BUIC	RIVI	2250(N)	200	3.0	50	1.9	78	100	1.5	50	1.2	70	2.0	72
				REPLICATE	-	-	75	2.9	65	-	-	-	-	60	2.9	65
				IDLE(N)	225	6.2	150	5.9	47	225	7.5	25	0.1	25	0.1	57
				REPLICATE	-	-	160	6.4	26	-	-	-	-	10	0.1	60

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
554	75	BUIC	STAW	2250(N)	160	1.8	70	2.8	96	125	4.0	100	2.0	70	1.6	80
				REPLICATE	-	-	120	3.6	72	-	-	-	-	65	0.9	84
				IDLE(N)	170	3.0	160	5.0	65	185	3.8	50	0.1	30	0.1	28
				REPLICATE	-	-	200	5.9	45	-	-	-	-	20	0.1	48
555	75	CADI	ELDO	2250(N)	80	2.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	100	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
556	75	CADI	DEVI	2250(N)	70	1.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	220	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
557	75	CADI	ELDO	2250(N)	100	4.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
558	75	CADI	CALA	2250(N)	130	2.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
559	75	CADI	ELDO	2250(N)	130	2.6	100	3.2	116	170	3.0	80	1.2	70	2.4	90
				REPLICATE	-	-	150	3.7	111	-	-	-	-	100	2.0	95
				IDLE(N)	550	7.5	185	8.8	42	710	8.4	130	0.1	90	0.1	141
				REPLICATE	-	-	640	8.3	44	-	-	-	-	110	0.1	126
560	75	CADI	DEVI	2250(N)	210	4.6	80	2.8	99	140	2.1	100	2.2	85	3.6	161
				REPLICATE	-	-	150	4.0	90	-	-	-	-	150	5.0	161
				IDLE(N)	420	2.2	400	4.6	48	520	4.8	200	0.5	30	0.0	108
				REPLICATE	-	-	460	4.6	52	-	-	-	-	40	0.0	103
561	75	CADI	CALA	2250(N)	110	3.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	240	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
562	76	CADI	SEVI	2250(N)	15	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	15	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
563	75	CHEV	MONZ	2250(N)	180	4.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	130	1.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
564	75	CHEV	VEGA	2250(N)	330	5.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
565	75	CHEV	VEGA	2250(N)	370	9.8	190	8.8	86	275	4.4	200	3.4	115	4.2	166
				REPLICATE	-	-	320	10.0	38	-	-	-	-	160	5.1	92
				IDLE(N)	370	9.4	420	10.0	16	370	9.0	160	0.3	130	2.1	46
				REPLICATE	-	-	900	10.0	10	-	-	-	-	160	2.6	26
566	75	CHEV	MONZ	2250(N)	100	1.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
567	75	CHEV	VEGA	2250(N)	300	6.8	180	3.8	51	800	2.2	100	0.1	100	2.0	53
				REPLICATE	-	-	380	8.0	35	-	-	-	-	170	3.2	45
				IDLE(N)	350	6.0	350	4.9	42	350	1.0	200	0.2	150	3.2	49
				REPLICATE	-	-	520	8.4	27	-	-	-	-	160	3.0	46
568	75	CHEV	VEGA	2250(N)	170	6.2	70	3.0	58	170	6.2	125	2.2	30	0.8	17
				REPLICATE	-	-	140	4.3	36	-	-	-	-	50	1.9	38
				IDLE(N)	410	9.8	270	9.0	18	275	9.8	225	0.5	80	0.5	6
				REPLICATE	-	-	350	8.8	8	-	-	-	-	150	1.2	12
569	75	CHEV	VEGA	2250(N)	350	7.8	120	2.3	101	150	1.0	100	0.6	70	1.5	70
				REPLICATE	-	-	140	2.8	82	-	-	-	-	20	0.9	74
				IDLE(N)	340	6.8	280	6.4	47	270	4.5	30	0.0	10	0.0	111
				REPLICATE	-	-	330	7.3	28	-	-	-	-	15	0.0	103
570	75	CHEV	MONZ	2250(N)	350	8.0	150	4.2	74	140	1.6	120	1.5	180	4.8	49
				REPLICATE	-	-	200	5.6	38	-	-	-	-	210	4.8	30
				IDLE(N)	300	5.2	280	6.0	45	240	3.4	25	0.0	320	1.4	88
				REPLICATE	-	-	310	7.6	17	-	-	-	-	350	1.4	16
571	75	CHEV	VEGA	2250(N)	27	7.9	280	6.8	103	480	5.8	300	4.5	240	5.0	141
				REPLICATE	-	-	400	8.4	46	-	-	-	-	270	6.4	75
				IDLE(N)	340	6.9	600	8.2	36	840	6.0	250	0.0	440	3.1	48
				REPLICATE	-	-	920	10.0	14	-	-	-	-	600	4.8	20

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

NO.	YR	MAKE	MODL	MODE	ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
					HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
572	75	CHEV	MONZ	2250(N)	20	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	30	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
573	75	CHEV	NOVA	2250(N)	15	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	25	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
574	75	CHEV	CAMA	2250(N)	30	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
575	75	CHEV	NOVA	2250(N)	130	3.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	80	1.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
576	75	CHEV	NOVA	2250(N)	50	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
577	75	CHEV	NOVA	2250(N)	30	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
578	75	CHEV	MONZ	2250(N)	20	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	32	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
579	75	CHEV	MONZ	2250(N)	10	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	30	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
580	75	CHEV	NOVA	2250(N)	220	4.1	60	2.3	116	150	3.5	80	0.3	20	2.5	75
				REPLICATE	-	-	150	4.0	60	-	-	-	-	60	2.2	98
				IDLE(N)	350	6.1	190	4.0	51	270	4.8	70	0.4	15	0.1	60
				REPLICATE	-	-	230	4.2	26	-	-	-	-	35	0.0	64

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
581	75	CHEV	NOVA	2250(N)	150	3.8	70	2.4	123	25	0.3	15	0.8	60	1.0	77
				REPLICATE	-	-	120	3.8	96	-	-	-	-	70	2.6	88
				IDLE(N)	375	8.0	180	5.6	74	120	4.1	9	0.0	95	2.3	36
				REPLICATE	-	-	190	6.2	60	-	-	-	-	90	2.2	32
582	75	CHEV	NOVA	2250(N)	140	3.8	85	2.8	121	60	0.9	50	0.9	30	1.0	68
				REPLICATE	-	-	120	3.6	111	-	-	-	-	35	2.9	98
				IDLE(N)	180	2.2	20	0.1	6	150	1.0	150	0.0	30	0.0	60
				REPLICATE	-	-	125	1.4	74	-	-	-	-	30	0.0	58
583	75	CHEV	NOVA	2250(N)	250	5.2	110	3.3	113	200	3.0	75	2.2	130	3.7	113
				REPLICATE	-	-	220	5.3	86	-	-	-	-	190	5.4	93
				IDLE(N)	350	5.0	260	4.0	47	360	5.0	60	0.2	110	1.5	49
				REPLICATE	-	-	310	3.7	45	-	-	-	-	165	0.9	70
584	75	CHEV	CAMA	2250(N)	30	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
585	75	CHEV	NOVA	2250(N)	20	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	30	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
586	75	CHEV	NOVA	2250(N)	70	1.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
587	75	CHEV	MALI	2250(N)	140	3.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	230	0.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
588	75	CHEV	MONT	2250(N)	190	3.8	35	0.9	76	90	1.1	110	0.8	100	1.7	72
				REPLICATE	-	-	40	0.9	82	-	-	-	-	120	2.2	64
				IDLE(N)	270	4.0	85	1.5	56	205	3.2	190	0.9	25	0.0	75
				REPLICATE	-	-	85	1.5	48	-	-	-	-	20	0.0	76
589	75	CHEV	MALI	2250(N)	180	3.6	165	5.0	76	200	4.0	120	2.0	90	4.4	74
				REPLICATE	-	-	200	5.9	61	-	-	-	-	190	5.6	52
				IDLE(N)	420	7.2	430	8.4	32	550	8.0	90	0.1	75	0.1	68
				REPLICATE	-	-	430	8.4	17	-	-	-	-	40	0.0	30

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
590	75	CHEV	MALI	2250(N)	40	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	50	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
591	75	CHEV	MONT	2250(N)	255	7.0	180	6.2	83	160	5.0	90	1.8	145	6.0	75
				REPLICATE	-	-	260	7.6	60	-	-	-	-	215	7.8	50
				IDLE(N)	400	6.9	400	7.6	45	360	9.0	40	0.1	25	0.1	98
				REPLICATE	-	-	390	8.3	38	-	-	-	-	40	0.1	56
592	75	CHEV	MONT	2250(N)	130	4.2	100	4.5	108	200	3.0	40	0.5	70	0.8	70
				REPLICATE	-	-	210	6.4	74	-	-	-	-	80	2.5	93
				IDLE(N)	230	3.9	240	4.4	58	350	4.5	30	0.1	30	0.1	94
				REPLICATE	-	-	310	5.6	39	-	-	-	-	30	0.1	84
593	75	CHEV	MALI	2250(N)	160	3.8	50	0.9	96	130	2.4	60	0.2	20	0.1	136
				REPLICATE	-	-	200	5.0	83	-	-	-	-	15	0.0	126
				IDLE(N)	330	4.3	250	4.1	44	350	5.2	120	0.1	10	0.0	75
				REPLICATE	-	-	390	7.8	36	-	-	-	-	10	0.0	72
594	75	CHEV	MONT	2250(N)	100	2.3	90	3.2	85	65	0.5	20	0.1	30	1.8	84
				REPLICATE	-	-	150	4.6	48	-	-	-	-	50	2.2	76
				IDLE(N)	215	4.2	215	5.2	50	150	1.2	20	0.0	20	0.1	66
				REPLICATE	-	-	240	5.2	32	-	-	-	-	30	1.0	48
595	75	CHEV	MALI	2250(N)	175	4.1	100	2.7	92	60	1.0	50	0.1	120	4.0	85
				REPLICATE	-	-	150	4.1	60	-	-	-	-	120	3.2	111
				IDLE(N)	180	3.0	110	1.2	56	300	1.7	40	0.3	40	0.1	101
				REPLICATE	-	-	130	1.4	42	-	-	-	-	40	0.1	101
596	75	CHEV	STAW	2250(N)	125	3.3	80	3.6	99	160	4.8	30	0.1	15	0.1	106
				REPLICATE	-	-	165	5.0	47	-	-	-	-	50	1.3	176
				IDLE(N)	215	4.3	200	5.1	56	120	2.8	40	0.1	10	0.0	194
				REPLICATE	-	-	240	6.8	20	-	-	-	-	20	0.0	202
597	75	CHEV	STAW	2250(N)	30	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
598	75	CHEV	NOVA	2250(N)	166	3.8	130	4.4	90	165	3.7	80	1.9	60	3.0	121
				REPLICATE	-	-	200	5.3	80	-	-	-	-	90	3.2	126
				IDLE(N)	340	5.4	370	5.4	39	400	5.2	30	0.1	20	0.1	56
				REPLICATE	-	-	350	4.8	37	-	-	-	-	35	0.1	64

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
599	75	CHEV	MONT	2250(N)	50	0.5	85	1.7	245	80	1.5	65	1.3	60	3.0	84
				REPLICATE	-	-	115	3.2	164	-	-	-	-	150	4.6	62
				IDLE(N)	350	3.5	300	3.3	35	145	1.6	70	0.1	100	0.8	40
				REPLICATE	-	-	350	4.4	35	-	-	-	-	180	2.6	34
600	75	CHEV	MALI	2250(N)	195	3.5	152	3.8	88	150	1.4	120	2.4	700	2.0	94
				REPLICATE	-	-	220	4.8	55	-	-	-	-	130	3.3	80
				IDLE(N)	490	5.8	400	7.2	46	450	6.2	130	0.2	190	0.0	49
				REPLICATE	-	-	430	6.2	22	-	-	-	-	155	0.0	60
601	75	CHEV	STAW	2250(N)	50	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
602	76	CHEV	CAMA	2250(N)	110	1.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	180	0.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
603	76	CHEV	MALI	2250(N)	10	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	10	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
604	75	CHEV	STAW	2250(N)	60	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	90	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
605	75	CHEV	IMPA	2250(N)	25	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	45	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
606	75	CHEV	STAW	2250(N)	30	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
607	75	CHEV	IMPA	2250(N)	20	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
608	75	CHEV	CAPR	2250(N)	40	0.0	120	0.1	88	180	0.1	30	0.1	0	0.1	111
				REPLICATE	-	-	140	0.1	82	-	-	-	-	0	0.1	121
				IDLE(N)	350	0.0	350	0.1	38	560	0.2	20	0.1	20	0.0	45
				REPLICATE	-	-	420	0.1	34	-	-	-	-	20	0.0	46
609	75	CHRY	CORD	2250(N)	50	0.8	10	0.4	146	65	1.2	25	0.5	5	0.6	146
				REPLICATE	-	-	20	0.6	166	-	-	-	-	20	0.9	136
				IDLE(N)	160	3.6	60	1.6	37	230	4.2	40	0.3	15	0.6	54
				REPLICATE	-	-	70	1.6	36	-	-	-	-	30	1.0	54
610	75	CHRY	CORD	2250(N)	130	3.1	20	0.0	176	80	0.9	60	0.3	10	0.0	430
				REPLICATE	-	-	90	1.8	389	-	-	-	-	65	0.4	573
				IDLE(N)	320	7.9	190	4.5	45	220	4.4	100	0.3	95	2.3	56
				REPLICATE	-	-	230	6.2	44	-	-	-	-	135	2.6	60
611	75	CHRY	NEWP	2250(N)	200	5.2	410	4.0	227	150	3.2	70	2.2	70	2.4	245
				REPLICATE	-	-	420	4.4	174	-	-	-	-	100	2.7	232
				IDLE(N)	860	10.0	1100	10.0	18	930	10.0	70	0.3	45	0.1	60
				REPLICATE	-	-	1320	10.0	15	-	-	-	-	95	0.8	64
612	75	CHRY	CORD	2250(N)	95	2.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	170	1.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
613	75	CHRY	NEWP	2250(N)	90	2.3	60	1.6	307	90	2.1	50	0.7	60	0.2	164
				REPLICATE	-	-	90	2.2	225	-	-	-	-	50	0.4	151
				IDLE(N)	510	8.0	300	6.2	52	370	6.8	150	0.3	25	0.1	44
				REPLICATE	-	-	270	6.0	50	-	-	-	-	20	0.1	44
614	75	CHRY	NEWY	2250(N)	30	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	25	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
615	75	CHRY	NEWY	2250(N)	50	0.4	55	1.2	286	50	0.9	5	0.1	10	0.0	95
				REPLICATE	-	-	50	0.9	389	-	-	-	-	30	1.3	166
				IDLE(N)	175	4.5	200	5.8	42	215	4.5	12	0.0	5	0.0	52
				REPLICATE	-	-	200	5.4	44	-	-	-	-	5	0.0	48
616	75	DODG	DART	2250(N)	375	2.2	410	0.4	542	600	0.1	100	0.1	120	1.4	399
				REPLICATE	-	-	380	0.8	501	-	-	-	-	150	2.0	348
				IDLE(N)	240	5.2	210	4.0	69	90	3.2	150	0.8	150	3.2	58
				REPLICATE	-	-	230	5.2	62	-	-	-	-	165	3.6	53

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

NO.	YR	MAKE	MODL	MODE	ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
					HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
617	76	DODG	DART	2250(N)	140	1.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	140	1.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
618	75	DODG	DART	2250(N)	50	0.3	20	0.0	358	80	0.6	30	0.0	25	0.0	419
				REPLICATE	-	-	45	0.0	317	-	-	-	-	15	0.0	399
				IDLE(N)	210	5.2	200	6.2	30	240	7.0	30	0.0	10	0.0	85
				REPLICATE	-	-	200	6.0	10	-	-	-	-	10	0.0	84
619	75	DODG	DART	2250(N)	50	2.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	30	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
620	75	DODG	CHAR	2250(N)	200	0.2	50	0.4	48	220	0.1	50	0.0	10	0.0	214
				REPLICATE	-	-	75	0.5	80	-	-	-	-	25	0.4	126
				IDLE(N)	270	5.8	270	7.3	36	1100	6.9	130	0.1	200	1.7	26
				REPLICATE	-	-	90	7.0	48	-	-	-	-	125	1.2	16
621	75	DODG	CHAR	2250(N)	400	3.5	300	1.5	327	90	1.3	90	2.3	100	1.3	212
				REPLICATE	-	-	300	2.2	460	-	-	-	-	60	1.5	227
				IDLE(N)	680	4.6	150	4.0	47	200	3.3	90	0.3	20	0.1	8
				REPLICATE	-	-	180	4.4	28	-	-	-	-	35	0.3	4
622	75	DODG	CHAR	2250(N)	900	3.4	790	0.9	171	100	1.2	40	0.1	80	3.7	106
				REPLICATE	-	-	930	1.9	154	-	-	-	-	180	5.2	76
				IDLE(N)	215	2.3	210	1.6	38	280	4.5	20	0.1	20	0.1	22
				REPLICATE	-	-	250	1.7	35	-	-	-	-	75	0.7	10
623	75	DODG	MONA	2250(N)	300	7.5	85	2.8	151	120	2.2	70	1.7	70	3.2	95
				REPLICATE	-	-	170	4.2	111	-	-	-	-	75	3.6	95
				IDLE(N)	1100	10.0	430	9.4	32	380	7.4	55	0.1	100	1.2	46
				REPLICATE	-	-	790	10.0	30	-	-	-	-	140	2.6	46
624	75	FORD	PINT	2250(N)	50	0.5	20	0.5	42	40	0.5	50	0.4	25	0.4	44
				REPLICATE	-	-	30	0.5	56	-	-	-	-	30	0.5	52
				IDLE(N)	275	0.1	50	0.3	26	200	0.3	70	0.4	45	0.9	25
				REPLICATE	-	-	70	0.4	36	-	-	-	-	50	1.0	33
625	75	FORD	PINT	2250(N)	50	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	100	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
626	75	FORD	PINT	2250(N)	20	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	20	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
627	75	FORD	MUST	2250(N)	30	2.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	50	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
628	75	FORD	MUST	2250(N)	65	1.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	110	0.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
629	75	FORD	PINT	2250(N)	20	0.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	30	0.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
630	75	FORD	PINT	2250(N)	30	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	45	0.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
631	75	FORD	PINT	2250(N)	50	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	45	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
632	75	FORD	PINT	2250(N)	20	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	15	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
633	75	FORD	PINT	2250(N)	35	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	52	0.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
634	75	FORD	PINT	2250(N)	25	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	50	0.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
635	75	FORD	PINT	2250(N)	80	1.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	75	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
636	75	FORD	STAW	2250(N)	35	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
637	75	FORD	PINT	2250(N)	30	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
638	75	FORD	STAW	2250(N)	30	0.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	35	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
639	75	FORD	MUST	2250(N)	30	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	30	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
640	75	FORD	GRAN	2250(N)	25	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	45	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
641	76	FORD	MUST	2250(N)	50	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	35	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
642	75	FORD	MAVE	2250(N)	30	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	80	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
643	75	FORD	GRAN	2250(N)	40	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	25	0.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
644	75	FORD	MAVE	2250(N)	40	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	1.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
645	75	FORD	GRAN	2250(N)	35	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
646	75	FORD	GRAN	2250(N)	60	0.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	100	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
647	75	FORD	GRAN	2250(N)	20	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	10	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
648	75	FORD	ELIT	2250(N)	30	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	50	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
649	75	FORD	GRAN	2250(N)	200	5.0	140	4.7	74	130	3.4	160	4.4	150	4.5	80
				REPLICATE	-	-	200	5.2	72	-	-	-	-	150	5.4	73
				IDLE(N)	200	3.4	210	4.8	48	180	3.5	80	0.3	120	1.8	22
				REPLICATE	-	-	225	4.2	49	-	-	-	-	110	1.8	22
650	75	FORD	GRAN	2250(N)	40	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	30	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
651	75	FORD	GRAN	2250(N)	60	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
652	75	FORD	TORI	2250(N)	100	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	80	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
653	75	FORD	STAW	2250(N)	100	4.9	10	0.8	96	20	0.7	30	0.5	70	0.6	58
				REPLICATE	-	-	20	0.8	84	-	-	-	-	85	0.9	48
				IDLE(N)	200	6.0	50	1.2	42	120	1.3	80	0.3	105	0.5	52
				REPLICATE	-	-	65	1.1	38	-	-	-	-	110	0.3	50
654	75	FORD	ELIT	2250(N)	100	0.8	140	0.3	72	80	0.2	10	0.3	20	0.4	60
				REPLICATE	-	-	150	0.4	72	-	-	-	-	20	0.5	54
				IDLE(N)	750	0.1	720	0.1	36	650	0.1	50	0.1	20	0.4	65
				REPLICATE	-	-	800	0.1	34	-	-	-	-	20	0.5	54
655	75	FORD	LTD	2250(N)	60	2.5	10	0.2	72	20	0.2	10	0.1	10	0.3	80
				REPLICATE	-	-	20	0.2	89	-	-	-	-	20	1.0	56
				IDLE(N)	120	3.8	30	0.9	41	30	0.9	20	0.1	10	0.3	76
				REPLICATE	-	-	40	0.8	51	-	-	-	-	25	1.1	50
656	75	FORD	GRAN	2250(N)	30	0.3	30	0.6	101	150	5.2	40	0.3	10	0.3	348
				REPLICATE	-	-	20	0.8	116	-	-	-	-	20	0.3	389
				IDLE(N)	60	3.5	85	3.2	30	40	2.0	125	0.3	70	0.2	72
				REPLICATE	-	-	60	3.3	31	-	-	-	-	70	0.2	90
657	76	FORD	RANC	2250(N)	60	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	50	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
658	75	FORD	TORI	2250(N)	25	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	70	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
659	75	FORD	GRAN	2250(N)	40	0.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	150	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
660	75	FORD	TORI	2250(N)	120	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	170	0.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
661	75	FORD	LTD	2250(N)	30	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	63	1.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
662	75	FORD	LTD	2250(N)	25	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
663	75	FORD	THND	2250(N)	40	0.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	1.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
664	75	FORD	THND	2250(N)	70	3.5	40	3.4	106	100	3.0	10	0.3	10	0.2	90
				REPLICATE	-	-	90	5.2	78	-	-	-	-	25	0.5	72
				IDLE(N)	130	5.1	130	6.6	64	160	5.4	30	0.3	30	0.3	62
				REPLICATE	-	-	165	9.2	52	-	-	-	-	30	0.6	56
665	76	LINC	CONT	2250(N)	80	0.1	60	0.0	59	250	0.1	150	0.1	20	1.0	49
				REPLICATE	-	-	50	0.0	60	-	-	-	-	25	0.7	52
				IDLE(N)	130	5.0	40	0.0	43	200	7.0	30	0.1	55	0.9	32
				REPLICATE	-	-	35	0.0	46	-	-	-	-	60	0.8	30
666	75	LINC	MRK4	2250(N)	30	0.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	20	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
667	75	MERC	MONA	2250(N)	60	0.0	15	0.0	50	50	0.0	10	0.0	30	0.0	48
				REPLICATE	-	-	20	0.0	50	-	-	-	-	50	0.0	44
				IDLE(N)	255	0.0	60	0.0	24	270	0.0	80	0.0	110	0.0	20
				REPLICATE	-	-	35	0.0	26	-	-	-	-	70	0.0	18
668	76	MERC	MONA	2250(N)	85	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	70	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
669	75	MERC	MONA	2250(N)	35	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
670	75	MERC	COUG	2250(N)	30	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	50	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
671	75	MERC	MONG	2250(N)	25	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	30	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
672	75	MERC	MONG	2250(N)	30	1.0	10	0.6	48	110	0.4	20	0.2	8	0.4	18
				REPLICATE	-	-	20	0.6	44	-	-	-	-	10	0.4	28
				IDLE(N)	130	2.7	90	2.4	22	155	2.9	60	0.1	125	0.1	50
				REPLICATE	-	-	130	3.0	18	-	-	-	-	80	0.2	65
673	76	MERC	MONA	2250(N)	70	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	220	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
674	75	OLDS	OMEG	2250(N)	130	1.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	20	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
675	75	OLDS	OMEG	2250(N)	100	0.1	30	0.1	131	120	0.2	50	0.1	15	0.0	103
				REPLICATE	-	-	60	0.1	141	-	-	-	-	15	0.0	113
				IDLE(N)	375	4.0	280	3.6	50	270	2.5	50	0.1	15	0.0	38
				REPLICATE	-	-	290	4.0	48	-	-	-	-	10	0.0	42
676	75	OLDS	CUTL	2250(N)	30	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	20	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
677	75	OLDS	CUTL	2250(N)	30	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	20	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
678	75	OLDS	CUTL	2250(N)	60	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
679	75	OLDS	CUTL	2250(N)	10	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	20	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
680	75	OLDS	CUTL	2250(N)	35	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	50	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
681	75	OLDS	CUTL	2250(N)	80	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
682	75	OLDS	CUTL	2250(N)	100	2.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
683	75	OLDS	DELT	2250(N)	80	1.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	55	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
684	75	OLDS	DELT	2250(N)	40	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
685	75	OLDS	CUTL	2250(N)	50	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
686	76	OLDS	STAW	2250(N)	50	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
687	75	OLDS	CUTL	2250(N)	40	1.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	25	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
688	75	OLDS	DELT	2250(N)	40	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
689	75	PLYM	DUST	2250(N)	120	3.0	25	0.1	106	150	0.1	60	0.1	15	0.1	186
				REPLICATE	-	-	30	0.4	50	-	-	-	-	15	0.0	212
				IDLE(N)	150	4.5	190	5.0	36	190	3.1	40	0.3	10	0.0	83
				REPLICATE	-	-	160	4.2	31	-	-	-	-	10	0.0	90
690	75	PLYM	VALI	2250(N)	120	0.5	30	0.1	450	110	0.4	56	0.1	30	0.1	307
				REPLICATE	-	-	40	0.2	491	-	-	-	-	50	0.1	327
				IDLE(N)	250	4.4	70	1.7	80	215	3.9	95	0.8	90	1.1	85
				REPLICATE	-	-	80	1.9	85	-	-	-	-	80	0.4	90
691	75	PLYM	DUST	2250(N)	100	1.5	60	1.6	222	120	0.6	100	0.6	20	1.0	286
				REPLICATE	-	-	150	2.4	327	-	-	-	-	90	1.0	126
				IDLE(N)	250	5.2	260	8.1	29	345	6.3	40	0.1	15	0.1	116
				REPLICATE	-	-	290	7.2	31	-	-	-	-	40	0.1	116
692	75	PLYM	DUST	2250(N)	100	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	140	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
693	75	PLYM	FURY	2250(N)	30	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
694	75	PLYM	FURY	2250(N)	80	0.5	85	2.3	378	120	2.6	70	1.3	10	0.3	111
				REPLICATE	-	-	90	2.7	307	-	-	-	-	45	1.1	337
				IDLE(N)	420	8.5	460	8.2	21	800	9.8	30	0.1	15	0.0	60
				REPLICATE	-	-	650	8.4	20	-	-	-	-	30	0.4	45
695	76	PLYM	STAW	2250(N)	50	1.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	200	1.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
696	75	PONT	FIRE	2250(N)	60	0.2	15	0.1	296	40	0.3	40	0.1	5	0.0	179
				REPLICATE	-	-	100	0.9	286	-	-	-	-	140	4.3	151
				IDLE(N)	260	4.8	325	7.1	21	440	8.2	140	0.1	15	0.0	143
				REPLICATE	-	-	550	9.2	20	-	-	-	-	210	2.4	40
697	75	PONT	VENT	2250(N)	45	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	20	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT´D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
698	75	PONT	FIRE	2250(N)	410	5.5	790	9.0	60	350	8.4	260	6.4	250	8.0	60
				REPLICATE	-	-	140	9.8	60	-	-	-	-	320	7.4	85
				IDLE(N)	700	7.0	370	8.4	61	450	6.8	230	0.1	80	0.1	52
				REPLICATE	-	-	190	7.8	38	-	-	-	-	470	1.5	48
699	75	PONT	LEMA	2250(N)	130	1.2	100	4.6	176	30	0.1	20	0.1	40	0.5	389
				REPLICATE	-	-	160	6.2	126	-	-	-	-	40	1.2	286
				IDLE(N)	180	5.2	200	6.4	156	190	3.2	45	0.0	20	0.1	64
				REPLICATE	-	-	250	7.6	176	-	-	-	-	20	0.1	80
700	75	PONT	CATA	2250(N)	220	6.3	110	3.5	146	200	4.8	100	5.0	95	4.8	65
				REPLICATE	-	-	170	4.0	131	-	-	-	-	110	5.2	56
				IDLE(N)	800	8.2	460	8.2	28	355	5.1	170	1.6	135	2.8	34
				REPLICATE	-	-	345	6.4	32	-	-	-	-	190	3.4	26
701	76	PONT	FIRE	2250(N)	150	2.1	150	5.6	71	70	2.4	50	1.6	120	7.0	68
				REPLICATE	-	-	220	7.1	50	-	-	-	-	140	7.3	64
				IDLE(N)	320	1.5	350	4.2	31	160	2.2	65	0.5	220	5.8	39
				REPLICATE	-	-	440	5.4	29	-	-	-	-	230	6.0	38
702	75	PONT	STAW	2250(N)	40	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	50	0.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
703	75	PONT	GRNV	2250(N)	130	3.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	70	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
704	75	AUDI	100L	2250(N)	50	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	80	1.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
705	75	DATS	B210	2250(N)	0	1.1	50	1.1	30	75	0.8	100	1.0	10	0.3	136
				REPLICATE	-	-	60	1.2	52	-	-	-	-	10	0.3	179
				IDLE(N)	50	2.2	110	2.7	20	230	4.2	180	2.0	40	0.4	36
				REPLICATE	-	-	110	2.4	10	-	-	-	-	40	0.4	43
706	75	DATS	B210	2250(N)	70	1.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	100	0.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
707	75	MG	MIDG	2250(N)	10	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	10	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
708	75	OPEL	1900	2250(N)	50	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	100	1.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
709	75	OPEL	STAW	2250(N)	100	4.0	80	4.6	161	80	3.6	65	1.9	30	1.6	136
				REPLICATE	-	-	110	5.2	179	-	-	-	-	40	1.4	136
				IDLE(N)	120	5.0	120	6.2	101	125	4.8	80	1.6	100	1.6	85
				REPLICATE	-	-	130	6.7	111	-	-	-	-	50	1.4	85
710	75	TOYO	STAW	2250(N)	20	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	25	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
711	75	TOYO	CORO	2250(N)	30	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	140	0.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
712	75	TOYO	CORO	2250(N)	25	0.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	20	0.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
713	75	TOYO	CORO	2250(N)	60	0.8	25	0.8	65	70	1.3	30	1.0	10	0.4	60
				REPLICATE	-	-	25	0.7	56	-	-	-	-	10	0.6	56
				IDLE(N)	150	2.1	60	1.1	26	150	3.0	40	0.6	5	0.3	30
				REPLICATE	-	-	80	1.2	28	-	-	-	-	9	0.3	34
714	75	VOLK	SEDA	2250(N)	190	4.4	150	3.1	171	120	3.4	70	1.9	125	0.2	138
				REPLICATE	-	-	135	2.4	204	-	-	-	-	100	0.2	151
				IDLE(N)	270	5.6	195	4.3	68	180	3.9	80	2.0	690	0.3	161
				REPLICATE	-	-	170	4.8	80	-	-	-	-	300	0.3	25
715	75	VOLK	SEDA	2250(N)	170	4.5	190	6.0	116	200	3.6	110	2.0	65	2.2	136
				REPLICATE	-	-	220	4.7	121	-	-	-	-	105	3.6	72
				IDLE(N)	350	6.0	445	7.3	40	145	2.1	150	1.0	165	1.4	78
				REPLICATE	-	-	165	6.4	42	-	-	-	-	190	1.3	56

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT´D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
716	75	VOLK	SEDA	2250(N)	220	6.0	195	6.0	96	170	4.5	180	3.2	80	3.0	98
				REPLICATE	-	-	200	5.9	94	-	-	-	-	90	3.0	82
				IDLE(N)	260	7.5	325	7.0	54	215	7.4	160	2.8	180	2.7	75
				REPLICATE	-	-	300	7.2	55	-	-	-	-	195	2.8	68
717	75	VOLK	TRAN	2250(N)	150	4.4	130	4.9	92	180	4.8	80	2.5	70	2.7	126
				REPLICATE	-	-	180	5.2	79	-	-	-	-	60	3.2	108
				IDLE(N)	320	6.0	480	7.0	43	350	6.0	65	2.0	140	3.0	101
				REPLICATE	-	-	540	8.2	39	-	-	-	-	110	3.2	87
718	75	VOLK	RABB	2250(N)	10	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	30	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
719	75	VOLK	RABB	2250(N)	150	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	80	1.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
720	75	VOLV	242G	2250(N)	40	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	1.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
046	74	AMMO	HORN	2250(N)	-	-	105	1.3	348	120	1.5	110	1.3	90	1.5	307
				REPLICATE	-	-	130	2.2	348	-	-	-	-	120	1.8	247
				IDLE(N)	-	-	220	2.4	72	180	1.1	250	0.5	140	1.4	106
				REPLICATE	-	-	220	2.6	80	-	-	-	-	150	1.3	106
047	74	BUIC	RIVI	2250(N)	-	-	60	0.4	222	125	0.2	90	0.2	80	0.5	202
				REPLICATE	-	-	75	0.4	222	-	-	-	-	75	0.4	222
				IDLE(N)	-	-	65	0.3	64	80	0.3	60	0.3	70	0.3	80
				REPLICATE	-	-	80	0.3	89	-	-	-	-	100	0.2	83
048	74	BUIC	CENT	2250(N)	-	-	1510	1.0	207	1500	0.4	10	0.3	20	0.5	81
				REPLICATE	-	-	1480	1.0	307	-	-	-	-	25	0.6	68
				IDLE(N)	-	-	210	0.8	40	210	0.7	20	0.3	35	0.3	57
				REPLICATE	-	-	205	0.7	42	-	-	-	-	35	0.3	43
049	74	CHEV	VEGA	2250(N)	-	-	220	4.7	860	140	0.4	210	2.5	150	3.6	552
				REPLICATE	-	-	265	6.1	634	-	-	-	-	180	5.0	222
				IDLE(N)	-	-	260	5.7	94	250	6.0	180	1.5	170	3.3	116
				REPLICATE	-	-	260	6.5	85	-	-	-	-	200	4.5	87

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

		ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO. YR MAKE MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
050 74 CHEV MONT	2250(N)	-	-	25	0.6	72	50	0.4	70	0.2	45	0.3	68
	REPLICATE	-	-	20	0.7	79	-	-	-	-	25	0.4	86
	IDLE(N)	-	-	70	1.0	34	80	0.6	130	0.3	220	0.2	32
	REPLICATE	-	-	60	1.1	38	-	-	-	-	210	0.2	39
051 74 CHEV NOVA	2250(N)	-	-	35	0.4	202	70	0.4	70	0.3	25	0.3	202
	REPLICATE	-	-	50	0.4	189	-	-	-	-	30	0.4	196
	IDLE(N)	-	-	70	1.2	25	90	1.0	120	0.3	70	0.4	27
	REPLICATE	-	-	70	1.4	28	-	-	-	-	70	0.5	30
052 74 CHEV CAMA	2250(N)	-	-	30	0.7	67	45	0.6	70	0.4	35	0.7	63
	REPLICATE	-	-	45	0.9	64	-	-	-	-	40	0.7	72
	IDLE(N)	-	-	55	1.6	38	60	1.6	120	0.5	80	0.8	42
	REPLICATE	-	-	60	1.6	80	-	-	-	-	75	1.0	45
053 74 CHEV CHEL	2250(N)	-	-	60	0.4	83	30	0.2	30	0.1	30	0.3	81
	REPLICATE	-	-	25	0.4	82	-	-	-	-	20	0.3	78
	IDLE(N)	-	-	80	2.2	34	100	2.2	90	0.1	75	0.1	52
	REPLICATE	-	-	65	2.1	33	-	-	-	-	65	0.2	53
054 74 CHEV CAPR	2250(N)	-	-	75	3.2	101	65	2.4	60	0.7	70	2.2	111
	REPLICATE	-	-	80	3.6	103	-	-	-	-	55	2.8	96
	IDLE(N)	-	-	165	7.8	54	170	7.2	55	0.1	100	1.6	64
	REPLICATE	-	-	178	8.6	55	-	-	-	-	60	2.0	62
055 74 DODG CHAR	2250(N)	-	-	320	4.6	212	250	3.6	140	1.8	190	3.2	327
	REPLICATE	-	-	335	8.0	176	-	-	-	-	130	3.2	266
	IDLE(N)	-	-	190	0.4	70	280	0.2	130	0.6	150	1.2	65
	REPLICATE	-	-	270	0.2	42	-	-	-	-	160	1.2	62
056 74 DODG DART	2250(N)	-	-	90	1.5	212	160	1.1	100	0.8	105	1.2	440
	REPLICATE	-	-	130	1.5	186	-	-	-	-	80	1.0	266
	IDLE(N)	-	-	300	7.1	54	400	7.0	80	0.5	80	0.4	149
	REPLICATE	-	-	355	7.5	49	-	-	-	-	115	0.4	103
057 74 FORD PINT	2250(N)	-	-	130	3.8	108	130	2.9	80	2.4	110	2.4	136
	REPLICATE	-	-	140	3.9	113	-	-	-	-	90	2.6	136
	IDLE(N)	-	-	155	3.1	62	150	1.8	130	0.6	200	3.7	53
	REPLICATE	-	-	165	2.9	59	-	-	-	-	180	3.2	57
058 74 FORD MAVE	2250(N)	-	-	100	4.2	136	80	2.2	100	2.0	120	3.6	151
	REPLICATE	-	-	105	4.9	151	-	-	-	-	160	4.2	136
	IDLE(N)	-	-	220	5.4	66	240	6.0	150	0.9	180	1.7	73
	REPLICATE	-	-	225	5.9	75	-	-	-	-	190	2.2	63

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
059	74	FORD	MAVE	2250(N)	-	-	105	3.1	191	120	6.0	140	4.5	115	4.7	131
				REPLICATE	-	-	120	3.5	212	-	-	-	-	145	5.6	116
				IDLE(N)	-	-	400	8.6	40	360	2.8	125	2.1	95	2.2	68
				REPLICATE	-	-	330	8.6	35	-	-	-	-	120	3.0	63
060	74	FORD	LTD	2250(N)	-	-	100	1.5	266	160	0.6	60	1.6	60	4.2	95
				REPLICATE	-	-	120	2.3	222	-	-	-	-	100	1.2	121
				IDLE(N)	-	-	315	3.2	44	520	1.7	70	0.6	75	0.8	85
				REPLICATE	-	-	340	3.0	40	-	-	-	-	110	2.0	80
061	74	FORD	LTD	2250(N)	-	-	60	2.2	196	40	1.5	40	1.0	40	1.6	225
				REPLICATE	-	-	50	2.2	196	-	-	-	-	60	2.5	229
				IDLE(N)	-	-	80	2.0	80	100	0.9	100	0.4	80	0.4	76
				REPLICATE	-	-	70	1.2	80	-	-	-	-	85	1.8	80
062	74	LINC	CONT	2250(N)	-	-	140	4.3	138	150	3.4	140	2.6	120	3.1	179
				REPLICATE	-	-	125	4.2	207	-	-	-	-	110	2.9	149
				IDLE(N)	-	-	210	6.2	52	240	6.2	120	0.3	75	0.3	82
				REPLICATE	-	-	190	5.0	62	-	-	-	-	60	0.4	72
063	74	MERC	MONT	2250(N)	-	-	100	1.5	222	90	0.7	70	0.6	90	1.2	212
				REPLICATE	-	-	115	1.9	191	-	-	-	-	90	1.3	176
				IDLE(N)	-	-	195	2.5	64	200	3.0	170	1.5	210	1.8	60
				REPLICATE	-	-	220	2.6	65	-	-	-	-	190	1.7	56
064	74	OLDS	CUTL	2250(N)	-	-	100	3.6	116	130	2.6	140	3.3	95	3.2	111
				REPLICATE	-	-	130	3.1	103	-	-	-	-	105	3.6	45
				IDLE(N)	-	-	160	2.4	52	225	3.7	170	0.4	125	1.5	57
				REPLICATE	-	-	180	1.8	46	-	-	-	-	100	0.4	56
065	74	OLDS	DELT	2250(N)	-	-	160	1.4	39	110	1.6	100	0.8	260	1.1	59
				REPLICATE	-	-	130	3.2	171	-	-	-	-	130	2.9	222
				IDLE(N)	-	-	130	1.0	74	120	3.8	70	0.3	240	1.0	63
				REPLICATE	-	-	110	2.7	71	-	-	-	-	160	0.3	67
066	74	OLDS	98	2250(N)	-	-	130	2.7	255	50	0.5	100	0.7	160	3.2	266
				REPLICATE	-	-	170	3.8	266	-	-	-	-	230	6.4	80
				IDLE(N)	-	-	140	2.3	57	150	1.8	160	0.1	90	0.5	60
				REPLICATE	-	-	165	2.8	61	-	-	-	-	170	2.4	50
067	74	PLYM	SATE	2250(N)	-	-	140	2.3	286	100	1.6	60	1.4	85	1.8	225
				REPLICATE	-	-	150	2.0	409	-	-	-	-	105	0.6	181
				IDLE(N)	-	-	390	0.9	51	700	0.5	90	0.5	90	0.3	78
				REPLICATE	-	-	320	0.7	54	-	-	-	-	120	0.3	74

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
068	74	PLYM	DUST	2250(N)	-	-	130	1.7	716	160	1.2	90	0.4	100	1.1	481
				REPLICATE	-	-	150	1.6	450	-	-	-	-	120	2.1	481
				IDLE(N)	-	-	250	7.8	74	240	6.4	70	0.5	85	1.3	103
				REPLICATE	-	-	240	7.4	49	-	-	-	-	95	1.8	98
069	74	PONT	BONN	2250(N)	-	-	35	0.8	106	50	0.4	30	0.4	40	0.9	108
				REPLICATE	-	-	45	2.6	103	-	-	-	-	50	1.2	106
				IDLE(N)	-	-	140	2.6	58	130	2.8	100	0.3	105	0.5	65
				REPLICATE	-	-	180	4.4	64	-	-	-	-	70	0.5	64
070	74	PONT	LEMA	2250(N)	-	-	110	5.4	83	170	4.3	110	2.4	70	3.3	106
				REPLICATE	-	-	165	6.6	79	-	-	-	-	190	4.0	106
				IDLE(N)	-	-	200	5.1	71	160	3.0	140	0.4	110	1.2	84
				REPLICATE	-	-	210	5.6	67	-	-	-	-	120	2.3	83
071	74	DATS	610	2250(N)	-	-	125	1.2	59	40	1.0	50	1.0	35	1.0	86
				REPLICATE	-	-	170	0.9	60	-	-	-	-	20	0.8	83
				IDLE(N)	-	-	1300	0.2	10	140	0.2	250	0.2	800	0.1	16
				REPLICATE	-	-	1400	0.2	12	-	-	-	-	800	1.7	32
072	74	MAZD	RX3	2250(N)	-	-	50	0.1	25	45	0.1	55	0.0	15	0.1	38
				REPLICATE	-	-	50	0.3	23	-	-	-	-	9	0.3	38
				IDLE(N)	-	-	40	0.1	19	150	1.0	40	0.1	10	0.1	33
				REPLICATE	-	-	80	0.9	17	-	-	-	-	5	0.9	26
073	74	TOYO	CELI	2250(N)	-	-	160	7.0	108	200	6.4	160	4.3	130	5.4	108
				REPLICATE	-	-	160	7.0	106	-	-	-	-	130	5.4	92
				IDLE(N)	-	-	340	6.8	52	320	5.2	300	2.0	200	0.4	52
				REPLICATE	-	-	340	7.1	49	-	-	-	-	230	0.5	50
074	74	VOLK	SEDA	2250(N)	-	-	40	2.9	166	70	2.0	60	1.6	90	1.2	159
				REPLICATE	-	-	130	3.1	164	-	-	-	-	210	0.6	136
				IDLE(N)	-	-	220	3.4	69	140	3.4	150	2.8	380	2.5	60
				REPLICATE	-	-	220	4.1	64	-	-	-	-	345	3.6	64
075	74	VOLK	SEDA	2250(N)	-	-	50	0.9	212	200	2.5	150	0.5	170	0.3	209
				REPLICATE	-	-	60	1.3	202	-	-	-	-	220	0.7	204
				IDLE(N)	-	-	110	5.4	46	300	4.0	350	2.0	900	1.5	54
				REPLICATE	-	-	125	6.1	54	-	-	-	-	700	2.0	58
346	74	BUIC	REGA	2250(N)	50	1.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	175	3.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
347	74	CADI	DEVI	2250(N)	50	0.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	100	1.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
348	74	CHEV	MALI	2250(N)	20	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	1.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
350	74	CHEV	IMPA	2250(N)	50	1.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	110	1.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
351	74	CHEV	IMPA	2250(N)	30	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	1.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
352	74	CHRY	NEWP	2250(N)	150	4.0	335	2.3	222	450	6.5	50	1.2	50	1.3	266
				REPLICATE	-	-	350	2.1	202	-	-	-	-	40	1.1	202
				IDLE(N)	475	7.5	580	8.1	31	600	8.0	150	1.5	100	1.1	48
				REPLICATE	-	-	440	7.8	32	-	-	-	-	100	0.9	46
354	74	FORD	ELIT	2250(N)	250	4.0	210	2.8	368	150	1.8	175	1.5	250	2.6	225
				REPLICATE	-	-	230	3.6	225	-	-	-	-	220	3.0	131
				IDLE(N)	350	6.8	300	8.2	50	280	6.2	225	0.7	260	1.4	50
				REPLICATE	-	-	290	7.6	50	-	-	-	-	260	1.4	54
355	74	FORD	LTD	2250(N)	60	1.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	250	4.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
357	74	MERC	COUG	2250(N)	70	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	50	0.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
358	74	OLDS	CUTL	2250(N)	60	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	80	0.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
721	74	AMMO	GREM	2250(N)	160	4.6	90	4.0	126	120	3.8	60	2.5	115	3.8	171
				REPLICATE	-	-	130	4.2	131	-	-	-	-	140	4.0	141
				IDLE(N)	540	9.6	460	9.8	24	700	10.0	140	1.5	140	1.4	54
				REPLICATE	-	-	110	9.6	21	-	-	-	-	140	1.7	49
722	74	AMMO	GREM	2250(N)	40	0.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	70	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
723	74	AMMO	MATA	2250(N)	70	1.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	170	2.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
724	74	BUIC	APOL	2250(N)	300	5.2	130	4.6	78	195	4.2	20	0.5	40	0.4	84
				REPLICATE	-	-	230	4.8	72	-	-	-	-	35	0.5	86
				IDLE(N)	720	10.0	380	9.0	35	400	9.8	85	0.3	200	0.2	54
				REPLICATE	-	-	540	9.6	29	-	-	-	-	170	0.2	58
725	74	BUIC	LASA	2250(N)	40	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
726	74	BUIC	ELEC	2250(N)	45	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	75	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
727	74	CADI	DEVI	2250(N)	20	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	50	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
728	74	CHEV	VEGA	2250(N)	300	8.0	240	6.2	126	260	3.0	245	1.8	120	1.9	171
				REPLICATE	-	-	320	7.2	106	-	-	-	-	170	2.8	106
				IDLE(N)	700	1.1	600	1.7	90	1000	0.6	275	0.9	200	0.7	68
				REPLICATE	-	-	330	3.7	75	-	-	-	-	210	1.0	78
729	74	CHEV	VEGA	2250(N)	100	3.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	140	2.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
730	74	CHEV	NOVA	2250(N)	30	0.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	2.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
731	74	CHEV	NOVA	2250(N)	70	0.9	20	0.7	65	120	0.6	50	0.4	140	0.6	64
				REPLICATE	-	-	50	0.9	62	-	-	-	-	50	1.0	56
				IDLE(N)	440	0.4	300	0.2	37	750	0.4	265	0.2	225	0.5	39
				REPLICATE	-	-	375	0.3	36	-	-	-	-	300	0.8	27
732	74	CHEV	NOVA	2250(N)	500	3.0	370	4.5	82	110	2.0	260	3.3	240	5.6	66
				REPLICATE	-	-	600	6.2	33	-	-	-	-	400	6.4	62
				IDLE(N)	2000	9.0	2000	9.5	16	2000	9.0	1900	2.7	2000	4.2	36
				REPLICATE	-	-	2000	10.0	34	-	-	-	-	2000	4.7	34
733	74	CHEV	MONT	2250(N)	40	1.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	70	1.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
734	74	CHEV	MALI	2250(N)	175	1.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	145	1.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
735	74	CHEV	NOVA	2250(N)	28	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	55	0.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
736	74	CHEV	NOVA	2250(N)	15	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	1.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
737	74	CHEV	IMPA	2250(N)	30	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	70	1.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
738	74	DODG	CHAL	2250(N)	250	4.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	230	3.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

		ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO. YR MAKE MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
739 74 DODG CHAR	2250(N)	180	4.2	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
	IDLE(N)	220	3.7	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
740 74 DODG DART	2250(N)	110	1.4	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
	IDLE(N)	215	4.8	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
741 74 FORD PINT	2250(N)	210	2.9	170	4.2	32	160	2.5	175	2.5	180	4.8	45
	REPLICATE	-	-	250	3.9	25	-	-	-	-	180	4.6	35
	IDLE(N)	405	0.4	280	3.0	25	270	2.2	145	0.3	210	1.5	31
	REPLICATE	-	-	350	3.0	25	-	-	-	-	220	1.4	24
742 74 FORD PINT	2250(N)	230	5.5	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
	IDLE(N)	290	4.8	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
743 74 FORD PINT	2250(N)	275	8.5	300	7.8	48	270	7.2	350	6.3	200	7.0	73
	REPLICATE	-	-	330	8.2	60	-	-	-	-	250	6.7	78
	IDLE(N)	350	9.0	310	7.6	33	310	7.0	230	1.5	180	3.6	45
	REPLICATE	-	-	340	8.0	34	-	-	-	-	180	3.0	51
744 74 FORD PINT	2250(N)	250	8.5	170	7.0	72	100	7.3	150	3.5	105	3.4	106
	REPLICATE	-	-	70	7.0	70	-	-	-	-	135	4.2	92
	IDLE(N)	400	10.0	300	10.0	25	320	10.0	220	0.7	100	3.4	72
	REPLICATE	-	-	300	10.0	25	-	-	-	-	110	3.8	68
745 74 FORD MUST	2250(N)	150	2.0	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
	IDLE(N)	80	1.6	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
746 74 FORD MAVE	2250(N)	100	2.5	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
	IDLE(N)	210	4.9	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
747 74 FORD MUST	2250(N)	100	2.0	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
	IDLE(N)	90	2.2	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
748	74	FORD	MAVE	2250(N)	1800	0.6	2000	0.3	645	500	0.4	840	0.3	720	0.4	286
				REPLICATE	-	-	2000	0.4	593	-	-	-	-	920	0.6	389
				IDLE(N)	1000	4.1	630	3.9	55	500	4.1	260	1.9	400	2.5	62
				REPLICATE	-	-	960	3.9	53	-	-	-	-	320	2.6	74
749	74	FORD	TORI	2250(N)	100	1.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	150	0.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
750	74	FORD	TORI	2250(N)	135	3.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	135	1.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
751	74	FORD	TORI	2250(N)	110	3.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	50	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
752	74	FORD	LTD	2250(N)	110	1.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	140	1.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
753	74	FORD	STAW	2250(N)	740	1.7	100	0.5	389	1150	2.0	350	1.1	610	1.8	389
				REPLICATE	-	-	95	0.6	348	-	-	-	-	210	2.8	286
				IDLE(N)	480	3.3	60	1.2	74	550	5.5	180	0.4	115	0.4	84
				REPLICATE	-	-	90	1.3	70	-	-	-	-	180	0.6	86
754	74	MERC	COME	2250(N)	170	2.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	330	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
755	74	MERC	COUG	2250(N)	20	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	85	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
756	74	OLDS	CUTL	2250(N)	80	0.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	180	3.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
757	74	OLDS	CUTL	2250(N)	110	1.0	90	1.3	161	50	0.4	90	0.8	70	1.2	136
				REPLICATE	-	-	100	1.1	149	-	-	-	-	100	2.0	121
				IDLE(N)	280	5.6	220	4.9	53	310	5.4	200	0.4	75	0.6	62
				REPLICATE	-	-	230	4.6	52	-	-	-	-	90	0.4	62
758	74	OLDS	CUTL	2250(N)	100	0.3	40	1.2	156	50	0.6	40	0.5	25	0.5	146
				REPLICATE	-	-	140	1.7	54	-	-	-	-	50	0.9	164
				IDLE(N)	410	0.4	300	1.5	60	200	0.8	130	0.2	120	0.1	44
				REPLICATE	-	-	370	1.6	22	-	-	-	-	150	0.1	53
759	74	PLYM	DUST	2250(N)	190	1.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	270	3.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
760	74	PLYM	DUST	2250(N)	130	2.2	155	1.9	655	225	2.0	150	1.0	110	1.1	634
				REPLICATE	-	-	190	2.5	593	-	-	-	-	130	1.5	481
				IDLE(N)	405	5.2	240	5.4	72	310	5.8	130	0.6	150	0.8	116
				REPLICATE	-	-	265	5.9	60	-	-	-	-	200	0.8	92
761	74	PLYM	DUST	2250(N)	2000	0.5	2000	1.7	266	50	0.7	140	2.8	180	3.0	239
				REPLICATE	-	-	2000	1.5	409	-	-	-	-	150	3.6	255
				IDLE(N)	500	8.2	450	7.0	34	250	7.0	110	0.6	80	0.5	66
				REPLICATE	-	-	400	6.8	32	-	-	-	-	110	0.6	52
762	74	PLYM	FRY3	2250(N)	90	1.8	125	0.8	245	750	2.2	300	1.0	780	2.9	199
				REPLICATE	-	-	140	1.1	212	-	-	-	-	790	3.1	164
				IDLE(N)	340	7.0	110	2.4	36	445	9.6	150	1.7	450	2.1	40
				REPLICATE	-	-	130	2.4	34	-	-	-	-	480	2.6	41
763	74	PLYM	FURY	2250(N)	120	2.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	210	2.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
764	74	PONT	FIRE	2250(N)	100	4.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	230	5.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
765	74	PONT	LEMA	2250(N)	80	3.4	75	3.1	86	140	2.5	110	2.3	80	2.7	101
				REPLICATE	-	-	110	3.4	78	-	-	-	-	130	3.5	84
				IDLE(N)	300	7.8	305	8.2	40	400	8.7	180	0.4	160	0.3	58
				REPLICATE	-	-	320	8.4	38	-	-	-	-	210	0.4	50

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
766	74	PONT	CATA	2250(N)	100	3.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	230	5.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
767	74	PONT	LEMA	2250(N)	50	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	150	2.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
768	74	AUDI	100L	2250(N)	90	1.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	4.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
769	74	CAPR	SPOR	2250(N)	30	0.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
770	74	COLT	SEDA	2250(N)	75	4.8	140	4.8	85	185	4.0	135	4.0	85	3.4	88
				REPLICATE	-	-	220	5.0	80	-	-	-	-	130	4.2	74
				IDLE(N)	475	8.1	470	9.2	26	470	8.4	250	3.5	60	4.2	48
				REPLICATE	-	-	560	9.2	26	-	-	-	-	225	5.6	42
771	74	DATS	SEDA	2250(N)	190	2.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	280	4.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
772	74	DATS	710	2250(N)	180	2.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	290	3.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
773	74	FIAT	128	2250(N)	60	2.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	130	3.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
774	74	FIAT	128	2250(N)	500	3.3	60	0.8	48	100	2.2	45	4.2	0	2.0	101
				REPLICATE	-	-	60	1.0	30	-	-	-	-	120	2.9	85
				IDLE(N)	700	9.3	150	2.3	20	300	5.5	80	1.7	65	1.6	90
				REPLICATE	-	-	170	2.2	15	-	-	-	-	650	7.8	41

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
775	74	MERB	280	2250(N)	100	1.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	280	5.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
776	74	TOYO	CORO	2250(N)	280	5.6	220	6.0	138	295	5.5	240	4.7	155	5.6	118
				REPLICATE	-	-	230	5.8	141	-	-	-	-	190	5.4	121
				IDLE(N)	650	0.2	300	0.3	87	300	1.5	310	1.0	230	2.0	60
				REPLICATE	-	-	330	0.3	88	-	-	-	-	240	1.6	60
777	74	TOYO	CORO	2250(N)	240	8.0	255	8.1	60	200	3.1	200	2.5	260	5.4	46
				REPLICATE	-	-	260	8.0	63	-	-	-	-	270	6.0	38
				IDLE(N)	780	10.0	710	10.0	21	330	5.4	200	1.4	340	3.6	31
				REPLICATE	-	-	750	10.0	26	-	-	-	-	350	3.7	28
778	74	VOLK	SEDA	2250(N)	280	3.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	130	2.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
779	74	VOLK	412	2250(N)	100	2.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	220	2.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
780	74	VOLV	142	2250(N)	150	4.5	40	1.3	126	160	4.0	120	2.2	65	2.0	141
				REPLICATE	-	-	50	1.2	106	-	-	-	-	90	2.0	113
				IDLE(N)	190	5.6	50	1.6	78	180	5.5	150	1.5	100	0.9	53
				REPLICATE	-	-	55	1.5	70	-	-	-	-	110	0.9	43
101	73	AMMO	HORN	2250(N)	-	-	900	0.9	634	1350	0.8	40	1.0	80	2.1	196
				REPLICATE	-	-	1160	1.4	511	-	-	-	-	60	1.9	22
				IDLE(N)	-	-	305	6.1	63	360	7.2	150	1.2	150	0.8	73
				REPLICATE	-	-	350	7.0	63	-	-	-	-	140	1.3	7
102	73	BUIC	ELEC	2250(N)	-	-	45	0.6	94	70	0.3	80	0.4	25	0.5	106
				REPLICATE	-	-	45	0.6	101	-	-	-	-	40	0.6	90
				IDLE(N)	-	-	80	0.5	50	90	0.6	70	0.5	45	0.6	57
				REPLICATE	-	-	85	0.5	56	-	-	-	-	50	0.4	56
103	73	CADI	DEVI	2250(N)	-	-	25	1.4	70	30	0.2	100	0.5	50	0.7	111
				REPLICATE	-	-	15	1.1	78	-	-	-	-	48	0.9	94
				IDLE(N)	-	-	95	1.9	31	140	2.2	130	0.4	70	0.4	42
				REPLICATE	-	-	90	2.5	34	-	-	-	-	40	0.6	43

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

NO. YR MAKE MODL	MODE	ACCEPT HC	ACCEPT CO	BEFORE MTCE HC	BEFORE MTCE CO	BEFORE MTCE NOX	MECH REC HC	MECH REC CO	MECH CK HC	MECH CK CO	AFTER MTCE HC	AFTER MTCE CO	AFTER MTCE NOX
104 73 CHEV VEGA	2250(N)	-	-	150	4.5	138	180	5.0	130	3.6	120	5.2	138
	REPLICATE	-	-	150	5.5	131	-	-	-	-	125	6.2	146
	IDLE(N)	-	-	260	6.6	78	280	6.6	110	0.8	145	2.2	88
	REPLICATE	-	-	270	7.4	78	-	-	-	-	155	1.0	113
105 73 CHEV MALI	2250(N)	-	-	25	0.7	49	30	0.6	30	0.3	25	0.6	76
	REPLICATE	-	-	25	0.7	76	-	-	-	-	35	0.7	73
	IDLE(N)	-	-	80	0.7	29	70	0.4	50	0.4	45	0.9	46
	REPLICATE	-	-	75	0.9	38	-	-	-	-	45	1.1	49
106 73 CHEV NOVA	2250(N)	-	-	30	0.9	64	50	0.6	60	0.4	25	0.6	63
	REPLICATE	-	-	40	1.0	66	-	-	-	-	20	0.6	70
	IDLE(N)	-	-	100	0.6	44	115	0.4	90	0.4	50	0.9	46
	REPLICATE	-	-	100	0.6	43	-	-	-	-	35	1.0	48
107 73 CHEV IMPA	2250(N)	-	-	100	0.8	78	100	0.2	20	0.3	50	0.3	108
	REPLICATE	-	-	115	0.4	86	-	-	-	-	30	0.3	73
	IDLE(N)	-	-	210	0.3	52	150	0.3	70	0.4	90	0.3	69
	REPLICATE	-	-	380	0.3	58	-	-	-	-	70	0.3	79
108 73 CHEV IMPA	2250(N)	-	-	20	0.4	9	30	0.4	35	0.3	30	0.3	95
	REPLICATE	-	-	20	0.5	73	-	-	-	-	35	0.3	88
	IDLE(N)	-	-	50	1.4	32	60	1.1	70	0.3	80	0.6	40
	REPLICATE	-	-	50	1.4	36	-	-	-	-	80	0.6	42
109 73 CHEV IMPA	2250(N)	-	-	30	0.3	111	20	0.5	20	0.3	25	0.3	131
	REPLICATE	-	-	20	0.4	103	-	-	-	-	20	0.3	116
	IDLE(N)	-	-	48	1.4	38	50	1.6	55	0.5	50	0.9	46
	REPLICATE	-	-	35	1.6	42	-	-	-	-	50	1.0	46
110 73 DODG DART	2250(N)	-	-	240	3.6	450	200	3.0	150	0.7	145	2.2	788
	REPLICATE	-	-	230	3.9	522	-	-	-	-	155	2.3	716
	IDLE(N)	-	-	400	8.4	51	350	0.7	150	0.2	90	0.3	103
	REPLICATE	-	-	400	8.1	58	-	-	-	-	100	0.3	91
111 73 FORD PINT	2250(N)	-	-	215	6.5	136	200	6.2	320	5.0	260	6.0	296
	REPLICATE	-	-	270	7.4	106	-	-	-	-	290	7.1	141
	IDLE(N)	-	-	250	6.0	58	230	5.8	270	1.2	160	0.3	77
	REPLICATE	-	-	250	6.0	55	-	-	-	-	155	0.3	68
112 73 FORD TORI	2250(N)	-	-	105	2.5	181	70	1.3	50	1.0	60	1.4	166
	REPLICATE	-	-	160	3.4	171	-	-	-	-	130	2.8	146
	IDLE(N)	-	-	250	3.8	47	250	2.0	110	0.1	60	1.3	81
	REPLICATE	-	-	260	2.8	48	-	-	-	-	85	2.3	73

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
113	73	FORD	MAVE	2250(N)	-	-	120	3.8	99	120	2.2	110	1.5	70	2.0	573
				REPLICATE	-	-	130	4.7	92	-	-	-	-	130	4.1	123
				IDLE(N)	-	-	260	6.3	37	290	6.0	180	1.0	130	2.6	59
				REPLICATE	-	-	390	7.5	34	-	-	-	-	200	5.5	61
114	73	FORD	CUST	2250(N)	-	-	170	4.5	161	300	5.0	120	3.0	160	2.8	327
				REPLICATE	-	-	260	4.8	166	-	-	-	-	120	3.2	186
				IDLE(N)	-	-	510	10.0	29	620	10.0	140	0.7	150	1.4	93
				REPLICATE	-	-	600	10.0	32	-	-	-	-	140	1.1	93
115	73	FORD	LTD	2250(N)	-	-	110	1.7	430	60	1.2	20	0.7	25	2.1	242
				REPLICATE	-	-	100	2.0	327	-	-	-	-	390	2.1	430
				IDLE(N)	-	-	250	8.9	55	280	5.0	10	0.4	110	0.6	78
				REPLICATE	-	-	270	9.4	44	-	-	-	-	100	1.4	90
116	73	MERC	MONR	2250(N)	-	-	120	1.4	368	90	0.8	200	0.8	250	1.8	358
				REPLICATE	-	-	100	1.9	368	-	-	-	-	250	1.9	286
				IDLE(N)	-	-	165	3.2	63	160	1.7	130	0.4	115	1.5	51
				REPLICATE	-	-	155	3.4	66	-	-	-	-	110	1.3	70
117	73	OLDS	98	2250(N)	-	-	60	1.6	229	40	0.7	85	1.8	50	2.5	121
				REPLICATE	-	-	65	1.6	255	-	-	-	-	75	3.2	111
				IDLE(N)	-	-	42	0.4	69	70	1.2	200	0.3	120	0.2	58
				REPLICATE	-	-	60	0.3	74	-	-	-	-	110	0.5	60
118	73	OLDS	CUTL	2250(N)	-	-	90	4.2	131	50	0.8	60	0.6	120	1.7	199
				REPLICATE	-	-	110	3.9	84	-	-	-	-	115	2.2	224
				IDLE(N)	-	-	120	1.6	88	160	2.3	90	0.5	80	0.3	67
				REPLICATE	-	-	140	2.2	86	-	-	-	-	90	0.2	66
119	73	PLYM	SATE	2250(N)	-	-	130	2.4	247	70	1.1	60	0.7	75	1.8	161
				REPLICATE	-	-	100	3.1	154	-	-	-	-	90	1.8	266
				IDLE(N)	-	-	220	7.1	53	230	7.0	50	0.3	90	0.7	70
				REPLICATE	-	-	205	7.6	57	-	-	-	-	210	0.8	66
120	73	PLYM	DUST	2250(N)	-	-	75	0.3	871	100	0.2	80	0.2	70	0.3	522
				REPLICATE	-	-	110	0.1	1219	-	-	-	-	85	0.3	563
				IDLE(N)	-	-	165	2.5	64	170	2.0	70	0.5	90	0.7	91
				REPLICATE	-	-	160	2.1	72	-	-	-	-	90	0.7	84
121	73	PONT	CATA	2250(N)	-	-	30	0.4	128	50	0.6	80	0.2	60	1.0	143
				REPLICATE	-	-	30	0.4	89	-	-	-	-	15	0.4	151
				IDLE(N)	-	-	170	2.7	57	185	2.6	100	0.3	120	0.4	68
				REPLICATE	-	-	160	2.8	52	-	-	-	-	100	0.9	67

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
122	73	PONT	LEMA	2250(N)	-	-	75	2.6	116	70	2.0	100	2.5	85	2.4	103
				REPLICATE	-	-	90	2.7	99	-	-	-	-	100	2.8	85
				IDLE(N)	-	-	150	3.0	71	155	3.2	170	0.3	180	0.4	58
				REPLICATE	-	-	140	2.9	65	-	-	-	-	210	0.5	47
123	73	DATS	TRUC	2250(N)	-	-	205	2.1	161	150	2.2	200	3.0	345	3.2	66
				REPLICATE	-	-	230	2.1	121	-	-	-	-	365	3.2	84
				IDLE(N)	-	-	600	0.5	71	430	1.2	320	1.5	730	0.7	30
				REPLICATE	-	-	880	0.5	59	-	-	-	-	820	0.9	48
124	73	OPEL	MANT	2250(N)	-	-	180	4.8	93	180	4.4	110	2.6	145	4.0	92
				REPLICATE	-	-	180	5.3	101	-	-	-	-	140	4.2	108
				IDLE(N)	-	-	390	10.0	40	230	9.6	80	2.2	100	1.8	60
				REPLICATE	-	-	340	9.9	23	-	-	-	-	90	2.2	60
125	73	TOYO	CORO	2250(N)	-	-	45	1.8	116	120	2.8	160	1.8	75	1.9	128
				REPLICATE	-	-	65	2.6	103	-	-	-	-	85	2.3	128
				IDLE(N)	-	-	230	5.6	53	550	9.8	260	1.4	460	0.4	57
				REPLICATE	-	-	240	4.4	53	-	-	-	-	450	0.4	57
126	73	VOLK	KOMB	2250(N)	-	-	20	1.4	70	0	0.7	0	0.4	10	0.4	98
				REPLICATE	-	-	10	1.2	77	-	-	-	-	10	0.5	103
				IDLE(N)	-	-	30	1.7	59	30	1.4	20	1.0	40	0.4	95
				REPLICATE	-	-	20	1.5	61	-	-	-	-	55	0.3	106
127	73	VOLK	SEDA	2250(N)	-	-	115	2.4	164	180	2.0	120	1.2	120	0.6	176
				REPLICATE	-	-	115	3.2	154	-	-	-	-	240	1.6	70
				IDLE(N)	-	-	200	5.5	69	140	2.2	100	1.4	310	3.8	60
				REPLICATE	-	-	190	5.6	75	-	-	-	-	370	4.0	146
366	73	BUIC	CENT	2250(N)	90	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	110	1.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
368	73	BUIC	ELEC	2250(N)	40	1.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	120	2.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
371	73	CHEV	MALI	2250(N)	30	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	1.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
375	73	DODG	CHAR	2250(N)	150	4.2	220	2.2	232	240	1.7	80	0.9	120	2.2	242
				REPLICATE	-	-	220	2.9	156	-	-	-	-	145	2.6	161
				IDLE(N)	300	5.6	250	4.8	45	240	3.9	150	0.3	100	1.0	62
				REPLICATE	-	-	260	5.0	53	-	-	-	-	120	1.3	59
377	73	FORD	PINT	2250(N)	110	4.0	120	6.8	103	170	4.3	250	2.5	260	4.9	181
				REPLICATE	-	-	185	6.9	96	-	-	-	-	300	5.8	146
				IDLE(N)	170	7.0	220	9.6	56	200	8.1	110	0.3	130	0.4	58
				REPLICATE	-	-	250	9.8	49	-	-	-	-	115	0.4	65
379	73	FORD	LTD	2250(N)	60	1.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	80	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
380	73	FORD	THND	2250(N)	100	3.6	950	4.2	101	250	4.0	100	4.0	55	2.6	101
				REPLICATE	-	-	600	1.4	85	-	-	-	-	85	3.7	94
				IDLE(N)	230	6.9	1800	9.0	20	1000	10.0	220	0.2	190	0.2	48
				REPLICATE	-	-	1500	9.0	22	-	-	-	-	175	0.2	48
382	73	OLDS	CUTL	2250(N)	150	2.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	350	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
383	73	OLDS	98	2250(N)	50	0.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	90	0.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
387	73	CAPR	2000	2250(N)	100	3.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	200	2.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
781	73	AMMO	HORN	2250(N)	400	6.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	190	4.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
782	73	AMMO	HORN	2250(N)	60	0.7	30	0.5	68	40	0.3	60	0.4	30	0.4	136
				REPLICATE	-	-	60	0.5	64	-	-	-	-	60	0.4	131
				IDLE(N)	240	7.4	175	5.2	24	170	5.6	280	0.5	235	0.5	58
				REPLICATE	-	-	225	6.1	22	-	-	-	-	210	0.4	62

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
783	73	AMMO	MATA	2250(N)	45	3.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	120	2.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
784	73	BUIC	CENT	2250(N)	80	0.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	80	0.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
785	73	BUIC	CENT	2250(N)	50	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	65	1.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
786	73	BUIC	LESA	2250(N)	30	0.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	70	1.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
787	73	BUIC	LESA	2250(N)	70	0.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	85	2.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
788	73	CADI	DEVI	2250(N)	380	1.8	160	1.1	81	100	1.4	90	1.0	190	1.8	69
				REPLICATE	-	-	160	1.1	89	-	-	-	-	370	1.7	76
				IDLE(N)	1400	3.6	530	3.6	20	780	7.0	200	1.0	2000	0.5	99
				REPLICATE	-	-	1160	3.2	23	-	-	-	-	2000	0.6	126
789	73	CADI	DEVI	2250(N)	80	1.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	170	4.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
790	73	CHEV	VEGA	2250(N)	250	3.8	150	4.5	76	280	5.6	135	3.2	100	3.2	121
				REPLICATE	-	-	270	5.2	82	-	-	-	-	130	3.8	113
				IDLE(N)	750	10.0	720	10.0	38	970	10.0	320	0.9	130	2.2	95
				REPLICATE	-	-	2000	10.0	32	-	-	-	-	150	4.2	86
791	73	CHEV	VEGA	2250(N)	1000	8.2	120	3.8	106	210	6.4	260	6.2	70	2.0	141
				REPLICATE	-	-	145	3.3	83	-	-	-	-	85	2.3	111
				IDLE(N)	620	4.2	110	2.6	71	150	1.6	110	0.3	40	0.2	106
				REPLICATE	-	-	100	2.3	60	-	-	-	-	45	0.5	96

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
792	73	CHEV	VEGA	2250(N)	1400	9.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	320	2.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
793	73	CHEV	NOVA	2250(N)	50	0.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	100	1.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
794	73	CHEV	NOVA	2250(N)	60	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	100	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
795	73	CHEV	NOVA	2250(N)	500	0.2	220	0.4	106	400	0.3	40	0.3	30	0.3	103
				REPLICATE	-	-	380	0.4	85	-	-	-	-	30	0.4	68
				IDLE(N)	950	0.3	1660	0.8	46	1700	0.5	150	1.0	120	0.8	36
				REPLICATE	-	-	1360	0.7	34	-	-	-	-	60	1.4	33
796	73	CHEV	NOVA	2250(N)	50	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	50	1.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
797	73	CHEV	CAPR	2250(N)	30	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	50	1.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
798	73	CHEV	CHEL	2250(N)	15	0.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	350	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
799	73	CHEV	NOVA	2250(N)	30	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	100	3.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
800	73	CHEV	MALI	2250(N)	90	0.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	150	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
801	73	CHEV	LAGU	2250(N)	50	0.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	80	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
802	73	CHEV	IMPA	2250(N)	60	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	80	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
803	73	CHEV	IMPA	2250(N)	180	3.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	350	4.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
804	73	CHEV	IMPA	2250(N)	60	0.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	100	1.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
805	73	CHEV	MONT	2250(N)	40	0.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	70	4.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
806	73	CHEV	IMPA	2250(N)	30	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	85	1.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
807	73	CHEV	IMPA	2250(N)	140	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	220	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
808	73	CHEV	STAW	2250(N)	20	0.8	30	0.6	86	300	0.6	60	1.8	100	0.8	88
				REPLICATE	-	-	20	0.8	83	-	-	-	-	105	0.8	95
				IDLE(N)	800	1.8	1250	1.8	12	1200	1.8	220	1.3	1380	1.2	32
				REPLICATE	-	-	1280	1.8	15	-	-	-	-	840	1.4	34
809	73	CHRY	NEWP	2250(N)	100	2.0	420	2.0	348	70	1.3	180	1.2	130	2.6	266
				REPLICATE	-	-	450	2.5	389	-	-	-	-	165	3.1	227
				IDLE(N)	310	6.7	330	6.4	46	235	4.2	220	0.5	175	0.6	46
				REPLICATE	-	-	340	6.8	26	-	-	-	-	170	1.6	50

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
810	73	CHRY	NEWY	2250(N)	300	4.4	140	3.2	348	200	2.4	100	2.5	80	3.2	245
				REPLICATE	-	-	300	4.2	225	-	-	-	-	100	3.8	111
				IDLE(N)	1100	0.3	350	0.3	46	700	2.0	120	1.5	100	2.4	60
				REPLICATE	-	-	320	0.3	36	-	-	-	-	110	3.6	44
811	73	DODG	DART	2250(N)	400	6.0	1500	0.9	60	160	0.5	150	0.7	130	0.8	593
				REPLICATE	-	-	170	1.3	542	-	-	-	-	180	1.5	614
				IDLE(N)	440	6.4	200	2.8	20	300	2.5	110	0.5	120	0.4	75
				REPLICATE	-	-	210	5.2	20	-	-	-	-	160	1.5	75
812	73	DODG	DART	2250(N)	80	0.8	100	1.9	245	150	1.8	140	1.7	100	1.6	337
				REPLICATE	-	-	130	1.8	69	-	-	-	-	110	1.9	327
				IDLE(N)	210	7.2	30	0.3	16	250	7.5	110	0.4	70	0.2	55
				REPLICATE	-	-	200	5.8	42	-	-	-	-	80	0.3	64
813	73	DODG	CHAR	2250(N)	700	8.0	620	3.6	176	520	2.0	500	2.0	265	3.4	95
				REPLICATE	-	-	740	5.0	166	-	-	-	-	480	3.4	90
				IDLE(N)	1600	6.4	2000	4.4	50	1520	2.6	1200	0.5	1260	3.0	42
				REPLICATE	-	-	2000	6.8	52	-	-	-	-	1200	3.0	52
814	73	DODG	DART	2250(N)	200	4.2	120	2.6	358	100	2.4	175	1.5	155	2.6	169
				REPLICATE	-	-	160	3.1	296	-	-	-	-	140	2.9	286
				IDLE(N)	275	8.2	280	7.9	51	310	8.0	150	0.5	130	0.6	72
				REPLICATE	-	-	290	8.1	48	-	-	-	-	120	0.6	77
815	73	FORD	PINT	2250(N)	230	5.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	230	3.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
816	73	FORD	PINT	2250(N)	200	7.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	195	4.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
817	73	FORD	STAW	2250(N)	250	5.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	170	3.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
818	73	FORD	PINT	2250(N)	280	4.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	100	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
819	73	FORD	MAVE	2250(N)	135	1.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	230	4.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
820	73	FORD	MAVE	2250(N)	150	5.2	120	6.0	111	120	3.0	80	0.7	150	5.6	138
				REPLICATE	-	-	175	6.6	74	-	-	-	-	190	6.5	101
				IDLE(N)	210	5.9	210	6.6	52	80	2.8	100	3.0	200	1.8	62
				REPLICATE	-	-	240	7.2	41	-	-	-	-	180	2.8	54
821	73	FORD	MAVE	2250(N)	60	1.5	140	2.8	81	130	2.2	70	0.6	90	1.8	181
				REPLICATE	-	-	140	3.0	79	-	-	-	-	120	1.5	131
				IDLE(N)	255	7.6	245	7.2	42	335	8.0	110	0.5	180	1.0	68
				REPLICATE	-	-	280	7.5	46	-	-	-	-	170	0.4	60
822	73	FORD	MAVE	2250(N)	220	2.0	160	3.2	327	165	1.9	160	2.4	140	3.8	286
				REPLICATE	-	-	215	5.3	378	-	-	-	-	240	5.8	176
				IDLE(N)	490	2.5	820	2.4	67	500	1.9	270	2.2	280	1.2	60
				REPLICATE	-	-	610	4.2	62	-	-	-	-	260	1.8	62
823	73	FORD	MUST	2250(N)	1000	3.2	820	2.1	242	900	1.7	1100	2.2	960	2.4	76
				REPLICATE	-	-	820	3.3	196	-	-	-	-	920	3.0	72
				IDLE(N)	1050	6.2	1020	7.6	38	800	5.7	980	2.9	980	4.2	48
				REPLICATE	-	-	1180	8.1	38	-	-	-	-	980	4.4	50
824	73	FORD	MAVE	2250(N)	120	4.0	90	3.2	126	100	2.3	90	2.0	100	3.6	106
				REPLICATE	-	-	90	3.7	121	-	-	-	-	140	4.6	85
				IDLE(N)	230	5.6	230	5.8	50	250	5.0	220	0.3	130	4.0	60
				REPLICATE	-	-	205	6.1	52	-	-	-	-	150	4.2	55
825	73	FORD	MAVE	2250(N)	120	7.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	100	4.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
826	73	FORD	LTD	2250(N)	80	2.8	80	3.0	146	100	3.2	80	3.0	20	0.8	181
				REPLICATE	-	-	90	3.0	121	-	-	-	-	20	0.7	126
				IDLE(N)	180	6.0	220	7.6	51	270	9.0	130	0.3	40	0.1	48
				REPLICATE	-	-	210	7.2	50	-	-	-	-	50	0.1	40
827	73	FORD	LTD	2250(N)	100	3.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	250	4.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
828	73	FORD	TORI	2250(N)	50	5.0	80	2.1	186	225	1.2	60	1.0	200	1.8	186
				REPLICATE	-	-	100	2.6	176	-	-	-	-	190	2.8	176
				IDLE(N)	80	7.0	200	7.2	55	200	5.2	40	0.9	170	1.3	66
				REPLICATE	-	-	230	7.5	55	-	-	-	-	150	1.4	60
829	73	FORD	GALA	2250(N)	200	3.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	120	0.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
830	73	LINC	CONT	2250(N)	60	1.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	70	1.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
831	73	MERC	COME	2250(N)	190	6.0	150	6.1	106	155	5.6	140	6.1	100	5.4	121
				REPLICATE	-	-	145	6.6	106	-	-	-	-	130	7.0	103
				IDLE(N)	260	7.0	250	6.5	80	260	7.8	80	0.6	90	0.8	78
				REPLICATE	-	-	240	7.0	54	-	-	-	-	90	1.3	70
832	73	MERC	MONG	2250(N)	70	2.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	330	4.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
833	73	MERC	MONT	2250(N)	120	1.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	120	1.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
834	73	OLDS	CUTL	2250(N)	75	2.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	175	4.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
835	73	OLDS	CUTL	2250(N)	100	4.6	25	1.7	118	50	1.0	50	1.7	70	4.3	106
				REPLICATE	-	-	40	2.1	101	-	-	-	-	110	5.2	94
				IDLE(N)	210	7.5	190	7.6	48	260	9.4	90	1.5	80	1.3	65
				REPLICATE	-	-	210	8.0	38	-	-	-	-	110	2.4	64
836	73	OLDS	CUTL	2250(N)	160	4.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	100	1.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

NO.	YR	MAKE	MODL	MODE	ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
					HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
837	73	OLDS	CUTL	2250(N)	40	1.5	150	2.8	389	100	1.0	100	1.2	130	2.8	225
				REPLICATE	-	-	200	3.4	389	-	-	-	-	150	3.0	196
				IDLE(N)	600	0.4	130	0.4	95	150	0.3	120	0.3	90	0.6	66
				REPLICATE	-	-	170	0.2	90	-	-	-	-	100	0.6	58
838	73	PLYM	DUST	2250(N)	160	1.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	250	1.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
839	73	PLYM	DUST	2250(N)	330	8.7	105	0.6	767	125	0.3	100	0.5	80	0.8	532
				REPLICATE	-	-	85	0.6	839	-	-	-	-	150	1.2	511
				IDLE(N)	340	7.5	200	2.9	76	195	2.0	120	0.5	100	0.5	95
				REPLICATE	-	-	190	3.1	78	-	-	-	-	120	0.7	90
840	73	PLYM	DUST	2250(N)	200	4.5	250	4.2	52	240	4.2	180	3.6	150	3.0	128
				REPLICATE	-	-	250	4.2	58	-	-	-	-	160	4.2	317
				IDLE(N)	420	9.6	380	9.0	35	580	9.8	180	0.5	175	0.6	58
				REPLICATE	-	-	410	9.0	34	-	-	-	-	190	0.6	56
841	73	PLYM	SATA	2250(N)	70	1.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	85	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
842	73	PLYM	SATE	2250(N)	250	5.0	260	8.4	95	150	1.8	145	1.6	375	8.2	106
				REPLICATE	-	-	300	8.4	85	-	-	-	-	360	9.0	101
				IDLE(N)	380	6.0	250	5.7	54	260	5.2	200	0.5	195	1.2	63
				REPLICATE	-	-	100	6.2	50	-	-	-	-	145	1.8	78
843	73	PLYM	FRY3	2250(N)	120	3.5	160	2.6	348	900	4.2	95	1.4	60	1.1	470
				REPLICATE	-	-	160	3.2	307	-	-	-	-	90	1.4	348
				IDLE(N)	230	7.5	210	5.4	54	235	5.1	110	1.0	120	1.5	62
				REPLICATE	-	-	240	6.2	70	-	-	-	-	130	1.6	58
844	73	PONT	VENT	2250(N)	150	4.8	40	3.4	156	280	5.5	70	2.0	95	3.2	86
				REPLICATE	-	-	170	5.0	76	-	-	-	-	160	5.4	70
				IDLE(N)	300	7.0	70	3.2	90	600	2.8	170	0.2	215	1.5	55
				REPLICATE	-	-	355	7.8	41	-	-	-	-	190	2.4	52
845	73	PONT	LEMA	2250(N)	180	0.6	320	4.3	207	120	2.5	170	3.4	180	3.4	204
				REPLICATE	-	-	360	6.2	219	-	-	-	-	270	2.1	116
				IDLE(N)	405	3.2	620	7.8	43	350	5.2	1600	0.3	2000	0.4	161
				REPLICATE	-	-	760	9.9	32	-	-	-	-	2000	0.4	146

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
846	73	PONT	LEMA	2250(N)	1300	1.7	410	1.1	116	80	2.0	100	3.0	320	2.0	146
				REPLICATE	-	-	350	1.9	204	-	-	-	-	300	3.8	186
				IDLE(N)	700	9.5	370	4.3	21	470	9.6	175	0.6	420	0.4	131
				REPLICATE	-	-	620	5.8	12	-	-	-	-	360	0.8	90
847	73	PONT	CATA	2250(N)	115	0.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	250	2.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
848	73	PONT	CATA	2250(N)	35	1.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	145	3.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
849	73	PONT	STAW	2250(N)	35	0.4	30	0.4	95	50	0.3	40	0.3	35	1.1	96
				REPLICATE	-	-	60	0.9	95	-	-	-	-	65	4.1	73
				IDLE(N)	320	6.3	220	6.0	40	300	7.2	200	1.3	80	2.3	55
				REPLICATE	-	-	230	6.0	42	-	-	-	-	100	3.7	53
850	73	DATS	B610	2250(N)	260	4.0	150	3.4	86	180	2.3	150	2.1	80	2.4	106
				REPLICATE	-	-	170	3.1	80	-	-	-	-	130	3.0	86
				IDLE(N)	940	9.2	800	8.8	17	820	9.0	320	1.5	260	2.4	42
				REPLICATE	-	-	800	8.8	17	-	-	-	-	280	2.8	85
851	73	DATS	240Z	2250(N)	40	4.4	40	0.5	136	75	0.3	60	0.2	30	0.4	118
				REPLICATE	-	-	40	0.6	149	-	-	-	-	45	0.5	95
				IDLE(N)	360	8.4	100	2.6	38	85	3.2	170	2.7	120	2.6	32
				REPLICATE	-	-	80	2.9	40	-	-	-	-	90	3.0	40
852	73	HOND	CIVI	2250(N)	220	6.4	140	2.8	133	200	3.2	175	2.8	175	3.6	101
				REPLICATE	-	-	180	3.5	133	-	-	-	-	125	3.2	113
				IDLE(N)	430	8.2	225	4.2	80	310	4.0	350	1.5	320	2.5	63
				REPLICATE	-	-	270	4.2	78	-	-	-	-	450	1.0	68
853	73	MAZD	RX2	2250(N)	80	3.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	40	1.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
854	73	MAZD	RX2	2250(N)	80	0.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	20	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
855	73	MG	CONV	2250(N)	150	3.0	15	1.1	70	35	1.3	110	1.0	30	1.3	63
				REPLICATE	-	-	75	1.4	65	-	-	-	-	110	1.5	66
				IDLE(N)	1600	1.6	790	1.9	27	1300	0.9	420	2.5	660	3.4	30
				REPLICATE	-	-	1250	2.0	26	-	-	-	-	960	3.6	30
856	73	PORS	914	2250(N)	500	0.3	100	0.6	116	500	0.3	60	1.1	100	2.3	106
				REPLICATE	-	-	150	0.7	113	-	-	-	-	170	2.0	95
				IDLE(N)	410	2.9	430	3.0	55	470	3.8	200	5.6	720	5.6	46
				REPLICATE	-	-	460	3.2	50	-	-	-	-	620	6.2	40
857	73	TOYO	STAW	2250(N)	300	7.2	260	6.0	101	420	5.2	250	5.0	138	4.3	116
				REPLICATE	-	-	1000	5.8	176	-	-	-	-	155	4.5	108
				IDLE(N)	1000	10.0	1200	10.0	12	1550	10.0	300	1.0	220	1.4	68
				REPLICATE	-	-	1300	10.0	18	-	-	-	-	235	1.1	81
858	73	TOYO	CORO	2250(N)	170	1.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	350	1.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
859	73	TOYO	STAW	2250(N)	235	5.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	315	2.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
860	73	SUBA	STAW	2250(N)	360	5.0	100	4.2	95	90	1.8	110	2.6	100	3.8	106
				REPLICATE	-	-	140	3.6	95	-	-	-	-	120	3.5	96
				IDLE(N)	470	9.1	360	8.4	34	260	4.8	220	1.5	270	3.1	59
				REPLICATE	-	-	400	8.4	32	-	-	-	-	270	4.0	54
861	73	VOLK	SEDA	2250(N)	60	1.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	70	1.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
862	73	VOLK	SEDA	2250(N)	150	1.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	160	2.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
863	73	VOLK	SEDA	2250(N)	500	3.4	270	3.6	75	520	4.4	210	3.4	223	0.6	106
				REPLICATE	-	-	290	3.6	79	-	-	-	-	255	0.4	113
				IDLE(N)	900	3.7	1220	4.3	43	1400	4.6	1300	3.0	2000	0.6	66
				REPLICATE	-	-	620	4.8	51	-	-	-	-	2000	0.6	74

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
864	73	VOLV	142S	2250(N)	600	8.9	345	7.2	101	950	10.0	250	5.8	180	5.6	92
				REPLICATE	-	-	500	7.0	94	-	-	-	-	225	6.0	80
				IDLE(N)	850	8.4	600	7.0	42	2000	10.0	700	2.5	400	3.5	46
				REPLICATE	-	-	940	6.8	42	-	-	-	-	400	3.5	42
076	72	AMMO	GREM	2250(N)	-	-	2000	3.6	450	2000	2.6	130	1.8	130	2.6	348
				REPLICATE	-	-	2000	3.4	440	-	-	-	-	120	2.6	450
				IDLE(N)	-	-	2000	8.0	47	2000	7.0	140	1.0	155	2.4	92
				REPLICATE	-	-	2000	8.4	45	-	-	-	-	145	2.4	106
077	72	BUIC	RIVI	2250(N)	-	-	20	0.5	151	60	0.2	60	0.3	15	0.4	212
				REPLICATE	-	-	20	0.6	154	-	-	-	-	20	0.4	266
				IDLE(N)	-	-	120	4.5	33	250	6.0	70	1.0	40	0.6	53
				REPLICATE	-	-	135	4.6	34	-	-	-	-	40	0.6	57
078	72	CADI	DEVI	2250(N)	-	-	45	1.8	106	50	1.8	30	0.9	35	3.3	65
				REPLICATE	-	-	35	1.8	94	-	-	-	-	30	2.8	66
				IDLE(N)	-	-	165	4.6	31	150	4.6	70	2.8	130	3.2	30
				REPLICATE	-	-	170	4.4	31	-	-	-	-	130	3.0	32
079	72	CHEV	VEGA	2250(N)	-	-	35	0.5	49	190	3.2	70	0.3	25	0.3	85
				REPLICATE	-	-	45	0.6	38	-	-	-	-	80	0.4	73
				IDLE(N)	-	-	60	1.0	24	350	6.2	100	0.5	130	1.9	31
				REPLICATE	-	-	70	1.1	22	-	-	-	-	85	1.4	36
080	72	CHEV	MALI	2250(N)	-	-	135	4.7	128	100	3.0	60	1.5	60	3.6	111
				REPLICATE	-	-	140	4.8	121	-	-	-	-	80	4.4	116
				IDLE(N)	-	-	340	7.6	56	200	4.0	140	2.0	125	3.9	58
				REPLICATE	-	-	430	9.0	38	-	-	-	-	150	4.5	41
081	72	CHEV	CHEL	2250(N)	-	-	15	2.0	161	60	0.4	40	0.4	85	2.0	103
				REPLICATE	-	-	60	3.1	103	-	-	-	-	65	2.5	95
				IDLE(N)	-	-	110	0.6	43	200	1.3	150	1.4	175	1.0	39
				REPLICATE	-	-	120	0.7	47	-	-	-	-	125	1.1	40
082	72	CHEV	NOVA	2250(N)	-	-	55	1.4	181	100	0.8	70	0.6	40	0.8	126
				REPLICATE	-	-	135	1.4	171	-	-	-	-	60	1.0	133
				IDLE(N)	-	-	740	10.0	15	660	9.2	120	0.7	130	0.9	70
				REPLICATE	-	-	760	10.0	10	-	-	-	-	130	0.8	49
083	72	CHEV	IMPA	2250(N)	-	-	120	5.0	116	30	0.3	15	0.3	80	1.1	164
				REPLICATE	-	-	160	4.8	101	-	-	-	-	105	4.0	176
				IDLE(N)	-	-	290	5.4	50	60	0.6	20	0.3	180	1.0	83
				REPLICATE	-	-	390	7.8	45	-	-	-	-	230	6.0	83

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT´D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

NO.	YR	MAKE	MODL	MODE	ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
					HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
084	72	CHEV	BELA	2250(N)	-	-	210	1.2	266	120	2.0	30	0.7	30	0.8	227
				REPLICATE	-	-	330	1.6	217	-	-	-	-	45	1.6	176
				IDLE(N)	-	-	1150	6.0	49	900	6.0	90	1.3	100	1.4	80
				REPLICATE	-	-	1160	6.2	51	-	-	-	-	120	0.9	63
085	72	DODG	CORO	2250(N)	-	-	85	0.6	470	60	0.1	50	0.1	65	0.9	378
				REPLICATE	-	-	100	1.1	235	-	-	-	-	130	2.2	286
				IDLE(N)	-	-	190	1.5	72	200	0.2	60	0.6	150	4.7	63
				REPLICATE	-	-	210	1.7	75	-	-	-	-	160	4.9	55
086	72	FORD	PINT	2250(N)	-	-	2000	3.5	511	1700	1.8	60	0.9	95	3.1	276
				REPLICATE	-	-	2000	3.2	941	-	-	-	-	115	3.3	276
				IDLE(N)	-	-	820	8.4	41	460	6.8	95	1.0	125	2.6	57
				REPLICATE	-	-	1040	8.9	48	-	-	-	-	130	2.7	59
087	72	FORD	GRNT	2250(N)	-	-	45	0.8	247	25	0.3	30	0.3	30	0.6	307
				REPLICATE	-	-	55	0.9	219	-	-	-	-	40	0.8	266
				IDLE(N)	-	-	150	3.8	79	140	3.8	90	0.7	105	1.4	106
				REPLICATE	-	-	130	4.1	78	-	-	-	-	110	1.4	101
088	72	FORD	MAVE	2250(N)	-	-	180	3.2	266	180	2.7	100	1.3	125	1.8	296
				REPLICATE	-	-	175	3.1	222	-	-	-	-	215	4.4	181
				IDLE(N)	-	-	220	3.1	83	270	3.5	150	1.2	180	1.6	80
				REPLICATE	-	-	250	4.3	64	-	-	-	-	220	3.1	75
089	72	FORD	GALA	2250(N)	-	-	740	1.1	655	130	2.5	80	0.5	30	0.6	202
				REPLICATE	-	-	700	0.9	675	-	-	-	-	30	0.6	189
				IDLE(N)	-	-	160	2.9	111	600	0.6	350	0.1	180	0.4	43
				REPLICATE	-	-	175	3.4	103	-	-	-	-	90	0.3	38
090	72	FORD	STAW	2250(N)	-	-	460	0.9	491	250	0.3	70	0.3	90	1.0	430
				REPLICATE	-	-	400	1.7	542	-	-	-	-	60	1.6	430
				IDLE(N)	-	-	240	4.3	55	240	5.0	60	0.4	50	0.5	91
				REPLICATE	-	-	240	4.8	60	-	-	-	-	50	1.1	90
091	72	MERC	MONG	2250(N)	-	-	650	0.8	389	300	0.3	30	0.2	50	0.8	511
				REPLICATE	-	-	425	1.1	348	-	-	-	-	70	1.5	430
				IDLE(N)	-	-	175	1.0	77	225	0.2	35	0.1	20	0.2	141
				REPLICATE	-	-	260	0.6	67	-	-	-	-	50	0.8	136
092	72	OLDS	CUTL	2250(N)	-	-	90	4.6	131	200	5.6	70	1.6	40	2.1	111
				REPLICATE	-	-	100	5.3	123	-	-	-	-	50	3.4	118
				IDLE(N)	-	-	220	8.2	36	300	7.6	340	1.2	60	1.1	62
				REPLICATE	-	-	345	8.8	29	-	-	-	-	65	1.1	65

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
093	72	PLYM	VALI	2250(N)	-	-	270	5.9	337	600	7.0	130	1.2	135	0.6	276
				REPLICATE	-	-	210	4.7	470	-	-	-	-	135	1.5	232
				IDLE(N)	-	-	920	10.0	11	1400	10.0	145	1.4	700	0.3	48
				REPLICATE	-	-	820	10.0	11	-	-	-	-	320	0.8	51
094	72	PLYM	FURY	2250(N)	-	-	135	2.9	266	160	3.0	100	0.6	105	0.3	348
				REPLICATE	-	-	135	2.8	255	-	-	-	-	120	0.3	399
				IDLE(N)	-	-	250	8.9	38	180	6.0	80	0.5	90	0.4	61
				REPLICATE	-	-	235	8.9	40	-	-	-	-	75	0.6	70
095	72	PONT	CATA	2250(N)	-	-	40	1.3	186	40	1.1	80	0.8	40	1.1	307
				REPLICATE	-	-	50	1.5	176	-	-	-	-	40	1.3	214
				IDLE(N)	-	-	640	4.0	64	250	5.0	270	0.6	520	1.3	126
				REPLICATE	-	-	600	4.4	72	-	-	-	-	520	1.8	202
096	72	PONT	LEMA	2250(N)	-	-	55	1.4	217	140	3.0	30	1.3	100	4.4	138
				REPLICATE	-	-	65	2.0	207	-	-	-	-	80	3.4	159
				IDLE(N)	-	-	190	3.5	73	290	7.0	190	0.8	210	0.2	48
				REPLICATE	-	-	210	4.2	70	-	-	-	-	170	0.2	52
097	72	DATS	510	2250(N)	-	-	130	2.3	164	150	1.9	70	2.2	110	2.2	196
				REPLICATE	-	-	140	2.7	191	-	-	-	-	70	2.2	199
				IDLE(N)	-	-	490	7.7	54	350	5.2	170	3.5	390	3.6	72
				REPLICATE	-	-	480	7.4	71	-	-	-	-	400	3.4	75
098	72	TOYO	CORO	2250(N)	-	-	110	3.4	209	165	3.2	160	2.8	140	3.9	171
				REPLICATE	-	-	120	4.1	146	-	-	-	-	135	3.8	186
				IDLE(N)	-	-	200	0.3	57	385	0.3	230	2.4	240	2.3	32
				REPLICATE	-	-	220	0.4	65	-	-	-	-	235	2.4	36
099	72	VOLK	KARM	2250(N)	-	-	85	1.3	128	130	1.1	135	1.4	80	1.0	95
				REPLICATE	-	-	90	1.9	59	-	-	-	-	65	1.5	98
				IDLE(N)	-	-	270	3.3	60	220	2.5	150	3.0	350	2.6	50
				REPLICATE	-	-	230	3.2	25	-	-	-	-	330	2.6	56
100	72	VOLK	KOMB	2250(N)	-	-	75	0.8	146	240	0.6	640	0.2	1750	0.3	54
				REPLICATE	-	-	60	1.0	149	-	-	-	-	1370	0.3	40
				IDLE(N)	-	-	1400	7.4	81	1400	5.4	160	0.4	1750	0.6	48
				REPLICATE	-	-	550	8.1	78	-	-	-	-	700	0.8	38
390	72	BUIC	SKYL	2250(N)	120	1.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	330	3.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

NO.	YR	MAKE	MODL	MODE	ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
					HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
395	72	CHEV	CHEL	2250(N)	30	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	200	4.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
396	72	CHEV	KING	2250(N)	160	3.8	90	2.0	52	90	0.1	110	2.0	115	3.8	133
				REPLICATE	-	-	85	2.2	54	-	-	-	-	105	3.3	138
				IDLE(N)	280	7.6	220	6.6	40	325	7.2	150	0.3	110	0.9	67
				REPLICATE	-	-	230	7.2	36	-	-	-	-	110	0.8	66
398	72	CHRY	NEWP	2250(N)	300	2.6	165	1.7	389	300	1.3	150	0.5	110	0.9	511
				REPLICATE	-	-	240	2.2	368	-	-	-	-	150	1.7	389
				IDLE(N)	380	7.8	180	3.2	53	200	2.5	170	0.5	130	0.3	58
				REPLICATE	-	-	210	3.2	53	-	-	-	-	200	0.3	45
400	72	DODG	DART	2250(N)	420	6.0	270	4.7	149	145	3.1	75	1.6	170	3.5	166
				REPLICATE	-	-	280	4.4	138	-	-	-	-	320	3.7	116
				IDLE(N)	350	8.4	390	8.2	34	420	10.0	150	0.5	330	1.8	62
				REPLICATE	-	-	400	8.0	35	-	-	-	-	660	0.6	62
401	72	FORD	PINT	2250(N)	830	7.9	450	4.7	164	650	3.2	750	3.6	390	3.6	389
				REPLICATE	-	-	430	4.4	186	-	-	-	-	520	4.3	286
				IDLE(N)	1000	6.3	860	3.8	56	950	2.5	1080	1.2	1020	4.2	49
				REPLICATE	-	-	760	3.2	66	-	-	-	-	1100	5.8	52
402	72	FORD	MAVE	2250(N)	245	2.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	280	4.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
403	72	FORD	GALA	2250(N)	140	3.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	290	4.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
404	72	FORD	LTD	2250(N)	1900	2.2	490	1.7	430	150	0.8	70	0.6	50	1.7	419
				REPLICATE	-	-	345	3.8	296	-	-	-	-	100	1.5	450
				IDLE(N)	490	8.5	430	9.4	27	400	6.3	95	0.3	60	0.8	67
				REPLICATE	-	-	690	10.0	21	-	-	-	-	85	0.7	62
405	72	LINC	CONT	2250(N)	70	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	190	4.9	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
406	72	MERC	MONT	2250(N)	80	3.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	200	4.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
409	72	OLDS	NNTY	2250(N)	50	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	220	5.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
410	72	PLYM	VALI	2250(N)	1600	1.8	1500	2.0	307	450	2.0	150	1.4	90	1.3	247
				REPLICATE	-	-	1200	3.2	131	-	-	-	-	130	1.5	255
				IDLE(N)	350	5.8	430	7.3	46	590	10.0	170	0.5	380	0.4	52
				REPLICATE	-	-	600	9.8	34	-	-	-	-	310	0.3	56
411	72	PONT	GRNV	2250(N)	50	1.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	240	2.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
865	72	AMMO	GREM	2250(N)	1200	4.2	1400	3.0	348	100	1.0	340	0.7	330	3.6	307
				REPLICATE	-	-	1200	4.2	266	-	-	-	-	195	3.6	307
				IDLE(N)	800	3.5	1500	2.0	85	1300	2.5	220	1.1	270	4.8	59
				REPLICATE	-	-	900	3.6	64	-	-	-	-	235	4.4	61
866	72	AMMO	HORN	2250(N)	170	2.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	180	1.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
867	72	BUIC	SKYL	2250(N)	40	2.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	200	1.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
868	72	BUIC	LASA	2250(N)	90	2.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	100	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
869	72	BUIC	LASA	2250(N)	100	5.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	150	5.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
870	72	BUIC	LASA	2250(N)	60	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	140	2.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
871	72	CADI	DEVI	2250(N)	40	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	30	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
872	72	CADI	DEVI	2250(N)	40	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	115	3.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
873	72	CHEV	VEGA	2250(N)	80	2.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	80	1.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
874	72	CHEV	VEGA	2250(N)	170	4.0	80	4.2	128	50	1.5	20	0.2	70	2.5	17
				REPLICATE	-	-	110	5.8	103	-	-	-	-	130	4.0	20
				IDLE(N)	220	6.2	210	7.4	72	160	3.7	70	1.3	170	2.5	15
				REPLICATE	-	-	330	9.0	59	-	-	-	-	235	4.8	20
875	72	CHEV	VEGA	2250(N)	30	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	80	1.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
876	72	CHEV	VEGA	2250(N)	40	0.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	80	1.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
877	72	CHEV	NOVA	2250(N)	130	1.3	110	2.0	266	75	0.8	80	0.6	120	3.1	154
				REPLICATE	-	-	230	3.0	247	-	-	-	-	180	4.9	128
				IDLE(N)	400	5.7	400	6.0	58	360	5.6	170	0.6	250	4.3	64
				REPLICATE	-	-	480	7.6	45	-	-	-	-	220	4.4	44
878	72	CHEV	NOVA	2250(N)	300	2.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	200	3.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
879	72	CHEV	CAMA	2250(N)	150	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	340	2.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
880	72	CHEV	NOVA	2250(N)	50	0.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	150	2.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
881	72	CHEV	NOVA	2250(N)	110	2.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	225	5.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
882	72	CHEV	MALI	2250(N)	130	0.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	320	2.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
883	72	CHEV	MALI	2250(N)	210	4.5	110	4.0	28	150	3.0	100	2.5	75	3.0	138
				REPLICATE	-	-	210	4.4	21	-	-	-	-	100	3.0	121
				IDLE(N)	1000	10.0	800	10.0	18	500	9.0	300	1.0	200	0.6	60
				REPLICATE	-	-	790	10.0	13	-	-	-	-	170	1.0	64
884	72	CHEV	MALI	2250(N)	100	1.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	250	2.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
885	72	CHEV	CHEL	2250(N)	60	0.2	30	0.6	154	40	0.3	40	0.4	50	2.8	131
				REPLICATE	-	-	100	4.6	121	-	-	-	-	30	1.0	133
				IDLE(N)	360	8.4	340	8.5	34	360	8.2	200	1.3	125	3.4	56
				REPLICATE	-	-	520	10.0	29	-	-	-	-	135	3.9	60
886	72	CHEV	MONT	2250(N)	190	1.9	60	2.8	151	60	2.0	50	1.3	70	2.2	108
				REPLICATE	-	-	130	4.8	111	-	-	-	-	94	2.5	76
				IDLE(N)	310	6.3	360	10.0	36	290	7.5	100	0.2	130	1.2	48
				REPLICATE	-	-	460	10.0	28	-	-	-	-	150	1.7	42
887	72	CHEV	NOVA	2250(N)	180	3.8	105	3.2	126	100	2.0	90	1.4	110	3.6	146
				REPLICATE	-	-	90	2.1	151	-	-	-	-	160	5.0	111
				IDLE(N)	340	8.2	355	8.6	39	330	6.6	150	0.7	175	4.2	66
				REPLICATE	-	-	400	9.6	31	-	-	-	-	265	6.8	55

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
888	72	CHEV	IMPA	2250(N)	40	0.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	200	4.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
889	72	CHEV	MONT	2250(N)	240	5.0	30	0.4	227	45	0.4	50	1.7	45	1.2	146
				REPLICATE	-	-	50	0.4	191	-	-	-	-	95	3.0	128
				IDLE(N)	420	7.0	200	5.6	56	220	5.3	75	0.4	90	0.4	60
				REPLICATE	-	-	230	5.6	49	-	-	-	-	110	0.3	56
890	72	CHEV	NOVA	2250(N)	825	0.3	800	0.5	191	850	0.4	1025	3.5	600	1.8	133
				REPLICATE	-	-	920	1.0	141	-	-	-	-	640	1.8	136
				IDLE(N)	1750	0.8	1680	1.2	40	1025	0.3	1250	4.8	810	5.5	45
				REPLICATE	-	-	1800	1.8	33	-	-	-	-	1020	1.6	41
891	72	CHEV	MONT	2250(N)	130	0.8	15	0.4	101	50	2.2	50	0.2	20	0.3	126
				REPLICATE	-	-	90	0.4	90	-	-	-	-	30	0.3	116
				IDLE(N)	1300	6.0	905	7.6	16	900	6.3	700	1.2	400	1.4	36
				REPLICATE	-	-	1000	8.0	16	-	-	-	-	600	1.7	35
892	72	CHEV	IMPA	2250(N)	30	0.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	70	2.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
893	72	CHEV	CHEL	2250(N)	250	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	2.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
894	72	CHRY	NEWP	2250(N)	150	2.3	95	2.5	358	150	3.0	175	4.0	110	3.3	89
				REPLICATE	-	-	170	3.8	255	-	-	-	-	130	3.9	266
				IDLE(N)	290	6.6	210	5.0	43	350	6.0	225	3.2	290	7.0	88
				REPLICATE	-	-	250	5.6	43	-	-	-	-	95	8.0	37
895	72	DODG	DART	2250(N)	300	5.5	160	2.9	227	180	2.5	180	1.2	180	4.0	232
				REPLICATE	-	-	240	4.0	286	-	-	-	-	260	6.7	149
				IDLE(N)	370	8.0	300	7.4	37	290	6.0	130	0.5	120	0.6	84
				REPLICATE	-	-	310	7.2	65	-	-	-	-	120	0.6	73
896	72	DODG	DART	2250(N)	300	5.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	200	2.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
897	72	DODG	DART	2250(N)	250	4.0	80	1.4	245	145	1.7	80	0.3	30	0.3	307
				REPLICATE	-	-	110	1.4	232	-	-	-	-	40	0.4	191
				IDLE(N)	500	10.0	290	6.0	24	450	10.0	110	0.5	50	0.5	74
				REPLICATE	-	-	275	5.6	24	-	-	-	-	50	0.7	50
898	72	DODG	POLA	2250(N)	390	5.8	180	4.6	146	270	4.8	80	0.9	40	0.4	234
				REPLICATE	-	-	300	4.4	151	-	-	-	-	70	0.4	227
				IDLE(N)	800	10.0	1440	10.0	12	1100	10.0	120	1.6	120	0.6	57
				REPLICATE	-	-	1770	10.0	11	-	-	-	-	100	0.8	62
899	72	FORD	PINT	2250(N)	420	3.8	260	3.0	245	305	2.0	250	1.6	227	2.0	368
				REPLICATE	-	-	315	3.2	247	-	-	-	-	245	2.0	286
				IDLE(N)	310	6.8	290	6.8	64	310	6.6	150	0.8	200	1.3	76
				REPLICATE	-	-	330	7.0	60	-	-	-	-	200	2.0	67
900	72	FORD	PINT	2250(N)	1000	0.6	700	0.9	156	475	0.4	180	1.0	255	1.0	196
				REPLICATE	-	-	800	1.1	232	-	-	-	-	210	1.2	166
				IDLE(N)	1800	0.9	1680	1.7	93	1300	1.0	300	1.7	400	2.2	96
				REPLICATE	-	-	1480	1.5	88	-	-	-	-	350	2.7	86
901	72	FORD	PINT	2250(N)	200	3.0	150	2.1	121	120	1.9	200	0.8	120	0.9	146
				REPLICATE	-	-	150	2.5	116	-	-	-	-	110	0.9	106
				IDLE(N)	500	10.0	660	10.0	30	350	8.5	400	3.2	370	5.0	55
				REPLICATE	-	-	440	8.6	46	-	-	-	-	540	6.1	41
902	72	FORD	MAVE	2250(N)	160	8.8	100	7.5	74	120	7.0	55	3.0	45	2.9	18
				REPLICATE	-	-	120	7.8	38	-	-	-	-	80	3.5	30
				IDLE(N)	800	0.7	120	1.3	84	200	0.8	50	0.6	60	0.9	29
				REPLICATE	-	-	70	1.0	46	-	-	-	-	90	1.5	31
903	72	FORD	MUST	2250(N)	220	0.3	170	0.9	255	145	1.2	90	0.7	30	0.4	247
				REPLICATE	-	-	110	0.8	788	-	-	-	-	30	0.4	239
				IDLE(N)	700	0.4	455	1.5	41	650	0.6	350	0.4	290	0.4	51
				REPLICATE	-	-	800	0.6	47	-	-	-	-	310	0.6	53
904	72	FORD	MAVE	2250(N)	1875	2.2	1950	1.3	38	700	1.8	100	0.8	140	1.9	204
				REPLICATE	-	-	1950	3.2	181	-	-	-	-	200	2.3	141
				IDLE(N)	2000	0.2	2000	0.6	32	2000	0.8	270	1.4	70	2.2	50
				REPLICATE	-	-	2000	0.5	80	-	-	-	-	300	3.0	44
905	72	FORD	MAVE	2250(N)	120	1.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	240	2.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

		ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO. YR MAKE MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
906 72 FORD MAVE	2250(N)	500	6.0	270	4.8	399	310	1.8	300	4.0	240	3.8	573
	REPLICATE	-	-	390	5.2	276	-	-	-	-	300	4.8	450
	IDLE(N)	1190	10.0	1000	10.0	24	1100	10.0	150	0.8	120	1.1	79
	REPLICATE	-	-	990	10.0	22	-	-	-	-	170	3.0	72
907 72 FORD GALA	2250(N)	2000	2.6	270	2.1	222	700	0.6	140	0.8	130	2.0	327
	REPLICATE	-	-	580	4.8	149	-	-	-	-	130	3.2	214
	IDLE(N)	2000	1.1	350	7.5	35	220	4.0	180	3.0	110	2.3	83
	REPLICATE	-	-	290	4.9	36	-	-	-	-	110	2.2	75
908 72 FORD STAW	2250(N)	70	0.7	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
	IDLE(N)	200	3.8	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
909 72 FORD LTD	2250(N)	120	0.6	310	1.9	430	1300	0.4	90	0.6	80	0.9	235
	REPLICATE	-	-	270	2.2	72	-	-	-	-	90	1.6	286
	IDLE(N)	1350	0.3	420	1.9	72	2000	0.5	45	0.6	60	0.6	77
	REPLICATE	-	-	140	1.7	32	-	-	-	-	70	1.5	72
910 72 FORD LTD	2250(N)	1850	0.6	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
	IDLE(N)	180	1.5	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
911 72 FORD GALA	2250(N)	80	0.3	30	1.0	222	40	0.4	135	0.3	120	0.6	430
	REPLICATE	-	-	40	1.7	219	-	-	-	-	135	0.6	409
	IDLE(N)	290	5.7	300	6.8	45	325	6.5	230	1.7	155	2.2	63
	REPLICATE	-	-	360	8.0	44	-	-	-	-	150	2.3	64
912 72 MERC COME	2250(N)	800	5.5	1180	4.0	18	1900	2.7	190	2.1	200	3.6	317
	REPLICATE	-	-	920	4.6	146	-	-	-	-	290	4.8	239
	IDLE(N)	525	4.5	320	5.4	63	210	3.5	120	1.5	150	2.1	86
	REPLICATE	-	-	320	5.9	72	-	-	-	-	200	2.3	79
913 72 MERC MONT	2250(N)	80	2.2	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
	IDLE(N)	110	3.6	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
914 72 OLDS CUTL	2250(N)	160	2.4	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
	IDLE(N)	180	1.1	-	-	-	-	-	-	-	-	-	-
	REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

NO.	YR	MAKE	MODL	MODE	ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
					HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
915	72	OLDS	CUTL	2250(N)	110	3.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	150	3.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
916	72	OLDS	DELT	2250(N)	140	1.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	360	4.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
917	72	OLDS	CUTL	2250(N)	130	5.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	160	2.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
918	72	OLDS	DELT	2250(N)	10	0.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	60	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
919	72	PLYM	VALI	2250(N)	240	3.0	120	1.5	296	160	1.7	70	0.2	80	0.9	327
				REPLICATE	-	-	160	2.0	245	-	-	-	-	110	1.1	307
				IDLE(N)	400	8.6	315	7.7	50	350	8.2	90	0.5	105	0.6	76
				REPLICATE	-	-	325	8.0	40	-	-	-	-	110	0.8	76
920	72	PLYM	DUST	2250(N)	100	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	130	2.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
921	72	PLYM	SATE	2250(N)	220	2.3	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	285	2.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
922	72	PLYM	SCAM	2250(N)	70	0.5	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	90	0.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
923	72	PONT	VENT	2250(N)	70	0.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	280	3.1	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
924	72	PONT	STAW	2250(N)	90	2.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	250	5.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
925	72	PONT	LEMA	2250(N)	80	1.8	70	1.9	199	100	1.5	40	0.8	80	4.3	156
				REPLICATE	-	-	110	2.8	181	-	-	-	-	80	3.2	146
				IDLE(N)	260	6.0	400	7.8	53	380	9.0	120	0.5	130	0.8	71
				REPLICATE	-	-	440	7.9	48	-	-	-	-	155	0.9	62
926	72	PONT	LEMA	2250(N)	120	4.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	200	5.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
927	72	PONT	CATA	2250(N)	60	0.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	205	3.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
928	72	CAPR	COUP	2250(N)	150	1.0	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	200	1.8	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
929	72	DATS	B110	2250(N)	270	4.2	180	3.6	46	200	2.0	180	1.9	120	2.8	22
				REPLICATE	-	-	235	4.2	53	-	-	-	-	180	4.2	32
				IDLE(N)	600	6.8	380	5.2	33	410	3.2	400	0.2	200	0.8	31
				REPLICATE	-	-	430	5.2	31	-	-	-	-	210	0.8	26
930	72	DATS	510	2250(N)	200	2.8	200	1.8	161	155	1.3	300	2.0	130	2.5	286
				REPLICATE	-	-	145	2.3	154	-	-	-	-	200	2.5	229
				IDLE(N)	750	9.5	560	6.4	37	630	5.8	600	2.0	310	1.7	67
				REPLICATE	-	-	680	6.9	38	-	-	-	-	320	2.1	62
931	72	OPEL	1900	2250(N)	100	0.6	110	0.9	286	175	1.6	140	1.0	35	0.2	202
				REPLICATE	-	-	100	0.7	307	-	-	-	-	60	0.2	189
				IDLE(N)	230	5.8	200	3.2	70	200	4.6	180	1.0	175	0.2	68
				REPLICATE	-	-	200	3.4	72	-	-	-	-	210	0.2	62
932	72	TOYO	CORO	2250(N)	175	3.8	120	2.6	141	220	2.1	210	2.4	160	3.3	116
				REPLICATE	-	-	135	3.2	131	-	-	-	-	170	3.8	94
				IDLE(N)	720	8.0	360	9.4	40	960	10.0	530	2.3	360	1.7	45
				REPLICATE	-	-	360	9.4	38	-	-	-	-	380	3.3	44

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX M,CONT'D

LISTING OF TWO SPEED IDLE TEST PROCEDURE RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					ACCEPT		BEFORE MTCE			MECH REC		MECH CK		AFTER MTCE		
NO.	YR	MAKE	MODL	MODE	HC	CO	HC	CO	NOX	HC	CO	HC	CO	HC	CO	NOX
933	72	TOYO	STAW	2250(N)	330	5.8	220	4.7	111	300	5.2	100	5.0	140	4.7	111
				REPLICATE	-	-	260	5.0	95	-	-	-	-	200	4.8	217
				IDLE(N)	580	7.0	395	7.4	46	540	8.6	420	2.0	310	2.6	74
				REPLICATE	-	-	510	7.8	38	-	-	-	-	290	4.4	98
934	72	VOLK	SEDA	2250(N)	100	1.7	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	130	3.2	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
935	72	VOLK	CONV	2250(N)	100	3.0	120	4.7	95	200	4.6	85	3.6	90	4.7	116
				REPLICATE	-	-	125	4.8	88	-	-	-	-	130	4.4	106
				IDLE(N)	180	5.6	300	8.8	53	340	9.0	350	2.6	390	10.0	41
				REPLICATE	-	-	310	9.0	47	-	-	-	-	480	10.0	42
936	72	VOLK	STAW	2250(N)	200	5.6	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-
				IDLE(N)	50	0.4	-	-	-	-	-	-	-	-	-	-
				REPLICATE	-	-	-	-	-	-	-	-	-	-	-	-

TWO SPEED IDLE TEST RESULTS ARE: HC - PPM/HEXANE, CO - %, UNCORRECTED NOX - PPM

APPENDIX N

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

Legend

VEH NO. - Vehicle Number

YEAR - Model Year

MAKE - Vehicle Make

MODL - Vehicle Model

CID - Engine Displacement in Cubic Inches

H.P. - Dynamometer Load used During Test, Applied as Specified in Following Table

RIGHT EXHAUST
LEFT EXHAUST - These Headings Identify the Various Measurement Points Depending on the Exhaust System of the Vehicle

RIGHT EXHAUST - From right engine exhaust before passing through converter or with no converter
RT AFTER CONV - From right engine exhaust after passing through converter
LEFT EXHAUST - From engine exhaust before converter or with no converter
LFT AFTER CONV - From left engine exhaust after passing through converter
T.P. COMPOSITE - Mixture of exhaust from both sides of exhaust system

The diagrams on the following pages show the measurement points on various exhaust systems. The following measurements were taken.

HC - Hydrocarbon Emissions in Parts per Million Hexane (-: Not Applicable)

CO - Carbon Monoxide Emissions in Mole Per Cent (-: Not Applicable)

NOx - Oxides of Nitrogen Emissions in Parts per Million (-: Not Applicable)

O2 - Oxygen Emissions in Per Cent (-: Not Applicable)

Each test consists of measurements at four different conditions.

50 MPH - Vehicle Operating on Dynamometer at 50 Miles Per Hour with Load Set as Specified

30 MPH - Vehicle Operating on Dynamometer at 30 Miles Per Hour with Load Set as Specified

IDLE (D) - Vehicle at Normal Idle with Transmission in Drive

IDLE (N) - Vehicle at Normal Idle with Transmission in Neutral

Various tests that may be performed in the testing sequence are as follows.

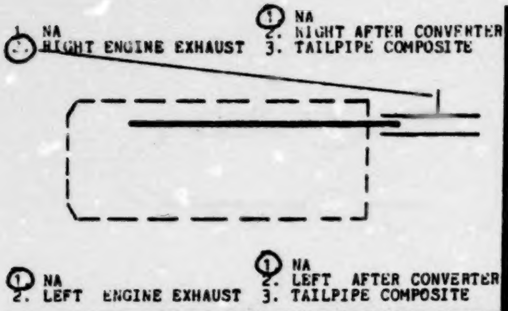
BEFORE MTCE - The Initial Federal Three Mode Test Performed Before Maintenance

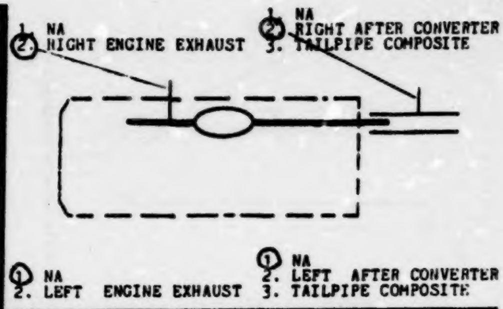
REPLICATE - Repeat of Before Maintenance Test

AFTER MTCE - The Federal Three Mode Test Conducted After Maintenance Was Performed on the Vehicle

REPLICATE - Repeat of After Maintenance Test

Vehicle Weight	High Speed (50 MPH)		Low Speed (30 MPH)	
	Actual Load	Transmission	Actual Load	Transmission
up to 2500	21	High	9	3rd
2501-3500	26	High	12	High
3501-4500	31	High	15	High
above 4500	36	High	18	High
Idle Mode: Automatic Transmission in Neutral and Drive : Manual Transmission in Neutral				


1. NA
② RIGHT ENGINE EXHAUST
① NA
2. RIGHT AFTER CONVERTER
3. TAILPIPE COMPOSITE
① NA
2. LEFT ENGINE EXHAUST
① NA
2. LEFT AFTER CONVERTER
3. TAILPIPE COMPOSITE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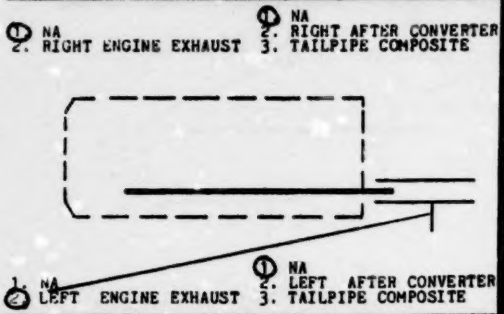
3. TAILPIPE COMPOSITE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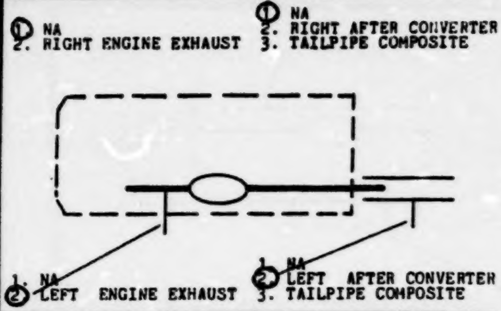
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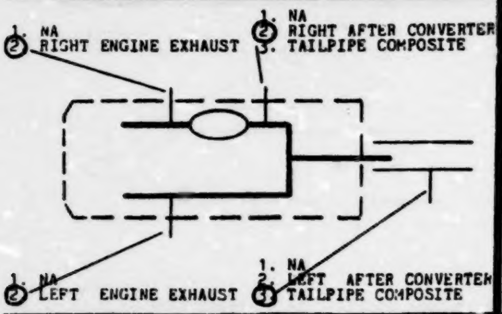
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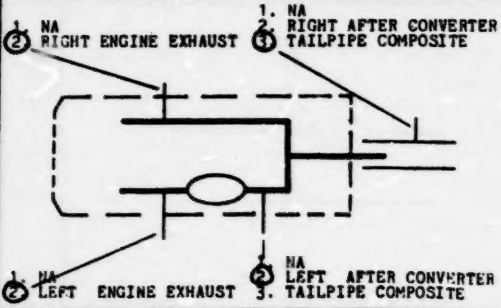
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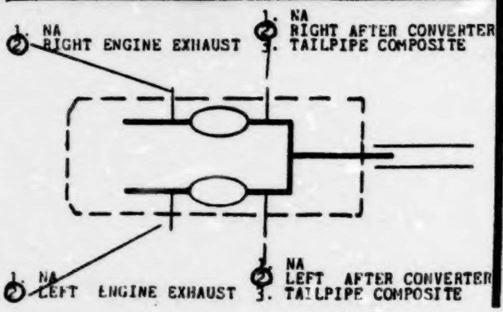
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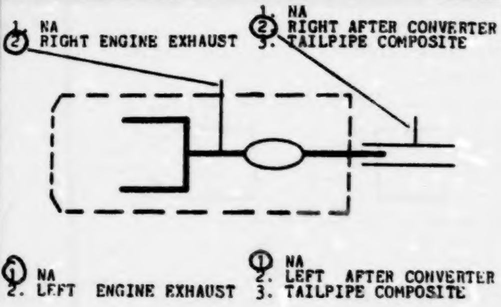
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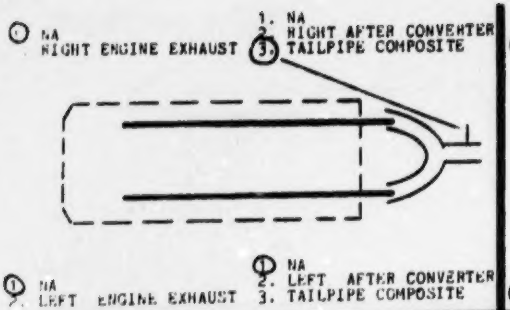
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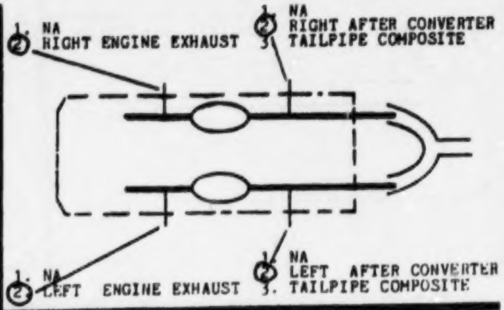
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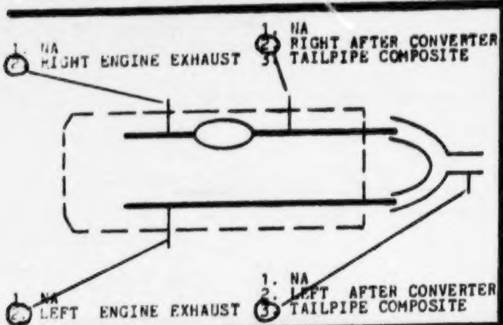
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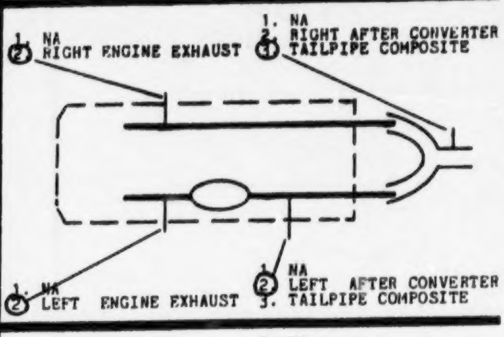
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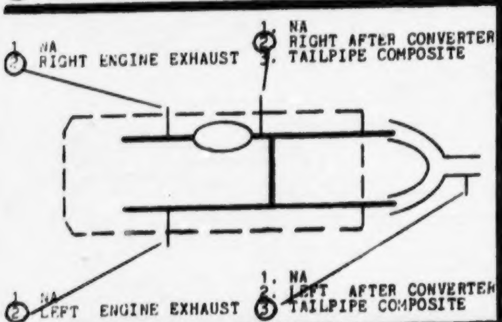
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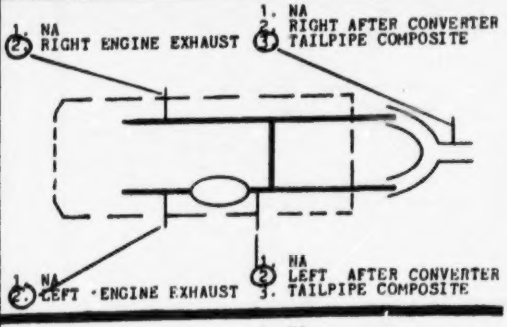
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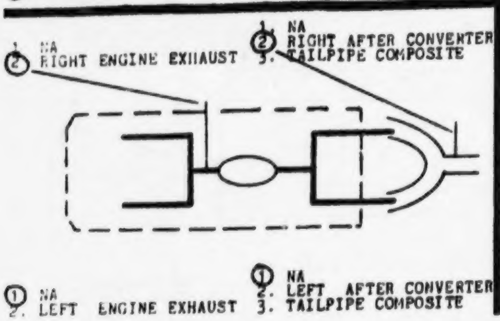
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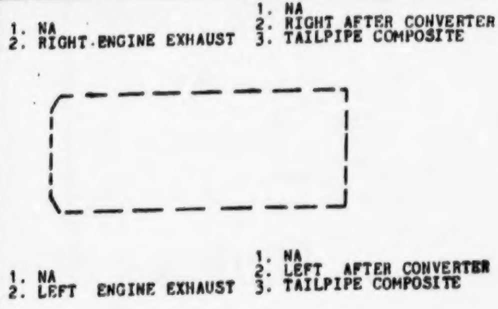
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APPENDIX N

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P. 30MPH	H.P. 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
001	1975	CHEV	TRUC	350	(15)	(31)	— N/A —				— N/A —				— LEFT EXHAUST —				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	—	—	—	—	—	—	—	—	35	0.50	1070	4.3	20	0.03	1119	3.1
					30	MPH	—	—	—	—	—	—	—	—	100	1.50	460	5.3	90	1.80	501	2.9
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	130	2.40	36	5.7	140	3.00	37	3.0
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	45	0.50	1294	4.2	30	0.03	1244	2.9
					30	MPH	—	—	—	—	—	—	—	—	80	1.20	593	5.2	100	1.80	645	2.7
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	125	2.40	48	5.9	150	2.80	42	2.7
			AFTER MTCE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
002	1975	CHEV	TRUC	350	(15)	(31)	— N/A —				— N/A —				— LEFT EXHAUST —				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	—	—	—	—	—	—	—	—	75	1.65	1567	0.6	60	1.60	1318	0.3
					30	MPH	—	—	—	—	—	—	—	—	75	0.55	634	0.8	45	0.05	430	0.2
					IDLE	(D)	—	—	—	—	—	—	—	—	280	7.90	74	0.2	255	7.60	35	0.1
					IDLE	(N)	—	—	—	—	—	—	—	—	320	7.30	45	0.3	300	6.80	26	0.1
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	80	1.70	1468	0.6	55	1.45	1219	0.2
					30	MPH	—	—	—	—	—	—	—	—	75	0.50	665	0.8	35	0.07	450	0.2
					IDLE	(D)	—	—	—	—	—	—	—	—	250	7.90	81	0.2	260	7.40	38	0.0
					IDLE	(N)	—	—	—	—	—	—	—	—	310	7.20	52	0.3	305	6.90	29	0.0
			AFTER MTCE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
003	1975	CHEV	TRUC	350	(15)	(31)	— N/A —				— N/A —				— LEFT EXHAUST —				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	—	—	—	—	—	—	—	—	110	4.00	542	3.7	75	1.00	501	1.0
					30	MPH	—	—	—	—	—	—	—	—	130	3.90	399	4.3	50	0.06	409	2.5
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	150	0.30	32	8.4	40	0.02	31	8.5
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	110	4.25	542	3.9	50	2.80	460	1.3
					30	MPH	—	—	—	—	—	—	—	—	130	3.00	399	4.5	50	1.00	327	1.9
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	150	1.00	32	8.5	35	0.02	26	8.6
			AFTER MTCE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
004	1975	CHEV	TRUC	350	(15)	(31)	— N/A —				— N/A —				— LEFT EXHAUST —				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	—	—	—	—	—	—	—	—	60	0.45	1791	5.1	30	0.03	1542	4.1
					30	MPH	—	—	—	—	—	—	—	—	95	0.75	788	5.2	40	0.02	726	4.3
					IDLE	(D)	—	—	—	—	—	—	—	—	160	1.60	108	7.3	40	0.02	101	5.6
					IDLE	(N)	—	—	—	—	—	—	—	—	150	1.10	31	8.5	45	0.02	31	7.4
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	65	0.50	1766	5.0	30	0.02	1542	4.0
					30	MPH	—	—	—	—	—	—	—	—	90	0.30	849	5.4	30	0.02	890	4.4
					IDLE	(D)	—	—	—	—	—	—	—	—	145	1.80	126	7.4	40	0.02	108	5.5
					IDLE	(N)	—	—	—	—	—	—	—	—	140	1.10	32	8.6	35	0.02	31	7.4
			AFTER MTCE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
005	1975	DODG	TRUC	318	(15)	(31)	— N/A —				— N/A —				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	—	—	—	—	—	—	—	—	20	0.15	1020	3.3	5	0.01	1194	0.9
					30	MPH	—	—	—	—	—	—	—	—	30	0.15	1194	3.2	5	0.01	1244	0.7
					IDLE	(D)	—	—	—	—	—	—	—	—	90	1.55	59	2.7	110	1.65	60	0.7
					IDLE	(N)	—	—	—	—	—	—	—	—	90	1.45	46	2.7	95	1.50	50	0.7
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	20	1.40	1119	2.8	5	0.10	1244	0.8
					30	MPH	—	—	—	—	—	—	—	—	35	2.10	1194	2.4	20	1.70	1045	0.5
					IDLE	(D)	—	—	—	—	—	—	—	—	85	1.50	62	2.4	100	1.60	64	0.6
					IDLE	(N)	—	—	—	—	—	—	—	—	90	1.50	48	2.4	95	1.50	53	0.6
			AFTER MTCE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					— H.P. —		——— RIGHT EXHAUST SYSTEM ———								——— LEFT EXHAUST SYSTEM ———							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
006	·1975	FORD	TRUC	302	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				——— N/A ———				——— N/A ———			
			BEFORE MTCE		50	MPH	170	4.00	440	3.8	50	0.25	450	0.9	—	—	—	—	—	—	—	—
					30	MPH	175	3.90	131	3.9	45	0.08	161	1.4	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	55	1.80	20	4.0	35	0.04	38	3.5	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	150	4.00	430	3.7	35	0.23	450	0.9	—	—	—	—	—	—	—	—
					30	MPH	155	3.90	118	3.8	30	0.03	159	1.1	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	40	1.75	18	4.0	20	0.03	40	3.6	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
007	1975	FORD	TRUC	302	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				——— N/A ———				——— N/A ———			
			BEFORE MTCE		50	MPH	65	2.80	389	5.4	10	0.20	491	1.7	—	—	—	—	—	—	—	—
					30	MPH	80	3.00	156	5.5	5	0.06	207	1.9	—	—	—	—	—	—	—	—
					IDLE	(D)	70	1.80	60	7.6	25	0.04	80	6.5	—	—	—	—	—	—	—	—
					IDLE	(N)	80	0.60	22	8.5	10	0.03	42	8.1	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	70	2.70	409	5.3	20	0.20	511	2.0	—	—	—	—	—	—	—	—
					30	MPH	90	2.80	164	5.7	20	0.05	227	2.3	—	—	—	—	—	—	—	—
					IDLE	(D)	90	1.70	60	7.9	10	0.02	101	6.3	—	—	—	—	—	—	—	—
					IDLE	(N)	75	0.55	20	8.9	25	0.02	42	7.5	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
008	1975	FORD	TRUC	351	(15)	(31)	- RIGHT EXHAUST -				——— N/A ———				——— N/A ———				——— N/A ———			
			BEFORE MTCE		50	MPH	21	0.40	1045	4.0	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	25	0.35	716	6.0	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	25	0.25	111	8.9	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	20	0.15	22	10.2	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	25	0.30	1393	4.1	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	25	0.20	696	5.9	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	20	0.30	116	9.2	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	15	0.17	24	10.1	—	—	—	—	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
009	1975	FORD	TRUC	351	(15)	(31)	- RIGHT EXHAUST -				——— N/A ———				——— N/A ———				——— N/A ———			
			BEFORE MTCE		50	MPH	95	1.10	1194	3.8	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	110	0.30	655	4.5	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	130	2.40	80	5.2	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	80	2.00	28	6.0	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	95	1.00	1294	4.0	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	110	0.50	737	4.5	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	130	2.30	88	5.5	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	80	2.00	32	6.3	—	—	—	—	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
010	1975	GMC	TRUC	350	(15)	(31)	——— N/A ———				——— N/A ———				— LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	—	—	—	—	—	—	—	—	30	0.21	1045	4.7	20	0.30	1070	4.2
					30	MPH	—	—	—	—	—	—	—	—	50	0.40	511	5.5	30	0.30	470	4.9
					IDLE	(D)	—	—	—	—	—	—	—	—	80	0.35	151	7.4	20	0.30	151	6.0
					IDLE	(N)	—	—	—	—	—	—	—	—	60	0.40	36	8.8	30	0.30	36	7.6
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	35	0.28	945	4.5	20	0.03	995	4.0
					30	MPH	—	—	—	—	—	—	—	—	50	0.10	430	5.8	30	0.03	470	4.6
					IDLE	(D)	—	—	—	—	—	—	—	—	80	0.50	573	7.5	30	0.03	136	5.4
					IDLE	(N)	—	—	—	—	—	—	—	—	60	0.50	38	8.5	30	0.03	38	7.5
			AFTER MTCE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N, CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL CID	H.P. 30MPH 50MPH	RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
					HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
011	1975	AMMO	HORN 258	(12) (26)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE	50 MPH	—	—	—	—	—	—	—	—	95	0.70	2463	0.9	—	—	—	—
				30 MPH	—	—	—	—	—	—	—	—	140	0.50	1443	0.8	—	—	—	—
				IDLE (D)	—	—	—	—	—	—	—	—	210	1.10	470	0.6	—	—	—	—
				IDLE (N)	—	—	—	—	—	—	—	—	130	1.30	116	0.8	—	—	—	—
			REPLICATE	50 MPH	—	—	—	—	—	—	—	—	70	0.70	2115	0.8	—	—	—	—
				30 MPH	—	—	—	—	—	—	—	—	140	1.10	1343	0.5	—	—	—	—
				IDLE (D)	—	—	—	—	—	—	—	—	215	2.25	307	0.5	—	—	—	—
				IDLE (N)	—	—	—	—	—	—	—	—	155	2.40	106	0.3	—	—	—	—
			AFTER MTCE	50 MPH	—	—	—	—	—	—	—	—	39	0.65	1692	0.9	—	—	—	—
				30 MPH	—	—	—	—	—	—	—	—	50	0.49	757	0.8	—	—	—	—
				IDLE (D)	—	—	—	—	—	—	—	—	100	0.65	307	0.9	—	—	—	—
				IDLE (N)	—	—	—	—	—	—	—	—	80	0.75	138	0.9	—	—	—	—
			REPLICATE	50 MPH	—	—	—	—	—	—	—	—	35	0.70	1542	0.8	—	—	—	—
				30 MPH	—	—	—	—	—	—	—	—	75	0.80	778	0.5	—	—	—	—
				IDLE (D)	—	—	—	—	—	—	—	—	130	1.30	286	0.6	—	—	—	—
				IDLE (N)	—	—	—	—	—	—	—	—	95	0.90	131	0.8	—	—	—	—
012	1975	BUIC	CNTY 350	(15) (31)	RIGHT EXHAUST				RT AFTER CONV				N/A				N/A			
			BEFORE MTCE	50 MPH	110	2.70	655	1.2	110	2.90	665	0.2	—	—	—	—	—	—	—	—
				30 MPH	165	3.50	368	1.7	180	4.10	327	0.1	—	—	—	—	—	—	—	—
				IDLE (D)	180	0.75	93	3.4	60	0.05	18	0.4	—	—	—	—	—	—	—	—
				IDLE (N)	150	0.95	46	3.0	50	0.08	16	0.2	—	—	—	—	—	—	—	—
			REPLICATE	50 MPH	85	3.00	675	0.5	85	2.80	665	0.3	—	—	—	—	—	—	—	—
				30 MPH	140	3.50	430	1.1	160	3.90	389	0.1	—	—	—	—	—	—	—	—
				IDLE (D)	155	0.40	97	2.5	35	0.04	98	0.4	—	—	—	—	—	—	—	—
				IDLE (N)	135	1.20	47	2.3	50	0.05	6	0.2	—	—	—	—	—	—	—	—
			AFTER MTCE	50 MPH	85	3.10	604	0.4	90	3.50	563	0.1	—	—	—	—	—	—	—	—
				30 MPH	160	3.80	368	0.1	175	4.30	296	0.0	—	—	—	—	—	—	—	—
				IDLE (D)	170	0.75	103	0.6	65	0.35	60	0.2	—	—	—	—	—	—	—	—
				IDLE (N)	160	2.20	52	0.4	160	2.20	43	0.1	—	—	—	—	—	—	—	—
			REPLICATE	50 MPH	90	3.30	552	0.3	95	3.10	532	0.1	—	—	—	—	—	—	—	—
				30 MPH	145	3.20	430	0.2	165	3.80	348	0.0	—	—	—	—	—	—	—	—
				IDLE (D)	170	0.75	111	0.6	35	0.15	34	0.2	—	—	—	—	—	—	—	—
				IDLE (N)	160	0.95	48	2.4	110	1.00	34	0.1	—	—	—	—	—	—	—	—
013	1975	BUIC	RIVI 455	(18) (36)	RIGHT EXHAUST				RT AFTER CONV				N/A				N/A			
			BEFORE MTCE	50 MPH	75	1.75	798	1.1	20	0.09	563	0.3	—	—	—	—	—	—	—	—
				30 MPH	145	2.10	389	0.4	115	1.80	348	0.1	—	—	—	—	—	—	—	—
				IDLE (D)	205	2.40	73	1.0	195	2.40	37	0.3	—	—	—	—	—	—	—	—
				IDLE (N)	210	3.20	48	0.9	205	3.60	26	0.3	—	—	—	—	—	—	—	—
			REPLICATE	50 MPH	80	2.30	808	1.0	25	0.75	378	0.1	—	—	—	—	—	—	—	—
				30 MPH	155	3.20	368	0.3	150	2.90	286	0.1	—	—	—	—	—	—	—	—
				IDLE (D)	195	1.75	76	1.0	180	1.70	41	0.3	—	—	—	—	—	—	—	—
				IDLE (N)	200	1.95	48	0.9	180	2.30	26	0.3	—	—	—	—	—	—	—	—
			AFTER MTCE	50 MPH	90	3.50	798	1.2	65	2.25	860	0.2	—	—	—	—	—	—	—	—
				30 MPH	180	4.60	337	0.5	170	3.80	317	0.1	—	—	—	—	—	—	—	—
				IDLE (D)	200	1.30	106	1.1	165	1.15	72	0.3	—	—	—	—	—	—	—	—
				IDLE (N)	145	1.90	58	0.7	155	1.70	40	0.3	—	—	—	—	—	—	—	—
			REPLICATE	50 MPH	120	4.70	798	0.6	100	3.30	870	0.2	—	—	—	—	—	—	—	—
				30 MPH	200	5.40	286	0.4	185	4.60	317	0.1	—	—	—	—	—	—	—	—
				IDLE (D)	170	0.75	126	1.1	120	0.80	62	0.3	—	—	—	—	—	—	—	—
				IDLE (N)	135	1.30	60	1.0	130	1.10	36	0.3	—	—	—	—	—	—	—	—
014	1975	BUIC	REGA 350	(15) (31)	RIGHT EXHAUST				RT AFTER CONV				N/A				N/A			
			BEFORE MTCE	50 MPH	105	4.00	511	0.2	110	4.50	368	0.1	—	—	—	—	—	—	—	—
				30 MPH	100	3.40	286	0.2	110	3.20	217	0.0	—	—	—	—	—	—	—	—
				IDLE (D)	160	1.20	131	0.5	165	1.90	34	0.4	—	—	—	—	—	—	—	—
				IDLE (N)	180	3.20	58	0.2	180	3.20	22	0.3	—	—	—	—	—	—	—	—
			REPLICATE	50 MPH	62	2.90	624	0.2	65	3.10	563	0.1	—	—	—	—	—	—	—	—
				30 MPH	95	3.20	307	0.2	120	3.10	266	0.1	—	—	—	—	—	—	—	—
				IDLE (D)	185	2.40	95	0.3	190	2.80	44	0.4	—	—	—	—	—	—	—	—
				IDLE (N)	190	3.40	53	0.2	190	3.20	26	0.2	—	—	—	—	—	—	—	—
			AFTER MTCE	50 MPH	70	2.40	819	0.4	70	2.40	767	0.2	—	—	—	—	—	—	—	—
				30 MPH	90	1.95	450	0.2	90	2.10	378	0.2	—	—	—	—	—	—	—	—
				IDLE (D)	140	0.55	181	1.2	40	0.05	10	0.3	—	—	—	—	—	—	—	—
				IDLE (N)	100	1.30	67	0.7	30	0.20	5	0.2	—	—	—	—	—	—	—	—
			REPLICATE	50 MPH	50	2.90	747	0.4	40	2.70	532	0.1	—	—	—	—	—	—	—	—
				30 MPH	65	3.00	348	0.2	65	3.10	296	0.1	—	—	—	—	—	—	—	—
				IDLE (D)	80	0.50	214	1.3	0	0.05	45	0.4	—	—	—	—	—	—	—	—
				IDLE (N)	60	1.20	76	0.7	20	0.70	23	0.3	—	—	—	—	—	—	—	—
015	1975	CADI	ELDO 500	(18) (36)	RIGHT EXHAUST				T.P. COMPOSITE				LEFT EXHAUST				N/A			
			BEFORE MTCE	50 MPH	340	10.00	72	0.1	310	10.00	62	0.1	280	10.00	101	1.1	—	—	—	—
				30 MPH	370	9.60	131	0.2	340	9.80	106	0.0	320	8.40	111	1.8	—	—	—	—
				IDLE (D)	740	10.00	70	0.2	700	9.00	32	0.3	480	5.20	80	1.8	—	—	—	—
				IDLE (N)	1200	9.50	34	0.4	1000	9.00	20	0.3	850	9.00	28	2.0	—	—	—	—
			REPLICATE	50 MPH	300	10.00	62	0.2	280	10.00	58	0.0	230	10.00	82	1.3	—	—	—	—
				30 MPH	350	10.00	126	0.2	360	10.00	101	0.1	280	9.00	106	1.8	—	—	—	—
				IDLE (D)	600	7.00	90	0.2	550	8.00	32	0.3	500	5.40	78	1.8	—	—	—	—
				IDLE (N)	1000	9.00	36	0.4	800	8.60	20	0.3	800	8.20	26	2.0	—	—	—	—
			AFTER MTCE	50 MPH	350	10.00	126	0.2	310	10.00	85	0.1	280	10.00	75	1.4	—	—	—	—
				30 MPH	330	8.00	232	0.2	290	7.30	189	0.1	260	7.20	202	1.7	—	—	—	—
				IDLE (D)	420	1.50	214	0.8	280	2.20	82	0.4	390	2.50	106	2.3	—	—	—	—
				IDLE (N)	550	3.00	54	0.9	505	2.50	31	0.4	450	2.90	46	2.4	—	—	—	—
			REPLICATE	50 MPH	230	10.00	93	0.3	205	10.00	75	0.1	190	10.00	81	1.4	—	—	—	—
				30 MPH	240	7.00	266	0.3	205	7.40	181	0.1	190	7.00	245	1.8	—	—	—	—
				IDLE (D)	240	1.70	234	0.8	190	1.90	82	0.4	210	2.50	450	2.6	—	—	—	—
				IDLE (N)	420	2.70	55	0.9	410	2.60	32	0.4	320	2.90	48	2.4	—	—	—	—

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
016	1975	CHEV	VEGA	140	(9)	(21)	- RIGHT		EXHAUST -		- RT	AFTER	CONV	--			N/A				N/A	
			BEFORE MTCE		50	MPH	90	0.80	849	1.1	55	0.50	624	1.0	--	--	--	--	--	--	--	--
					30	MPH	130	0.80	890	2.0	50	0.60	491	0.6	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	240	5.10	58	1.6	230	4.80	45	0.5	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	90	0.80	829	1.0	50	0.50	491	0.5	--	--	--	--	--	--	--	--
					30	MPH	120	0.50	849	2.3	40	0.40	389	0.4	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	170	3.40	73	1.8	170	3.20	44	0.6	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	50	1.35	1219	3.4	40	1.20	1443	0.5	--	--	--	--	--	--	--	--
					30	MPH	60	1.20	522	4.6	60	1.70	542	0.4	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	150	2.00	64	5.0	160	2.30	37	0.3	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	40	1.05	1294	3.6	40	1.55	1318	0.4	--	--	--	--	--	--	--	--
					30	MPH	45	1.10	511	4.8	45	1.60	583	0.3	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	150	2.10	65	5.1	170	2.30	43	0.3	--	--	--	--	--	--	--	--
017	1975	CHEV	NOVA	250	(12)	(26)	- RIGHT		EXHAUST -		- RT	AFTER	CONV	--			N/A				N/A	
			BEFORE MTCE		50	MPH	85	0.68	1368	0.9	30	0.07	655	1.6	--	--	--	--	--	--	--	--
					30	MPH	75	0.15	798	2.7	30	0.02	696	3.5	--	--	--	--	--	--	--	--
					IDLE	(D)	195	0.22	757	1.0	35	0.03	655	1.9	--	--	--	--	--	--	--	--
					IDLE	(N)	120	0.29	98	1.3	32	0.02	92	2.2	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	60	0.80	1493	1.0	28	0.55	696	1.5	--	--	--	--	--	--	--	--
					30	MPH	70	0.25	995	2.4	20	0.02	962	3.2	--	--	--	--	--	--	--	--
					IDLE	(D)	230	1.80	655	0.7	205	1.65	389	1.6	--	--	--	--	--	--	--	--
					IDLE	(N)	150	0.90	111	0.5	120	0.80	62	1.6	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	60	0.40	1468	0.8	25	0.03	1244	1.5	--	--	--	--	--	--	--	--
					30	MPH	95	0.15	921	2.0	35	0.04	716	2.8	--	--	--	--	--	--	--	--
					IDLE	(D)	220	0.30	470	0.6	30	0.04	389	1.2	--	--	--	--	--	--	--	--
					IDLE	(N)	165	0.25	77	1.2	30	0.03	73	1.7	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	55	0.32	1393	1.1	20	0.03	1343	1.3	--	--	--	--	--	--	--	--
					30	MPH	100	0.15	716	2.5	35	0.03	696	2.7	--	--	--	--	--	--	--	--
					IDLE	(D)	230	0.30	470	0.8	40	0.04	126	1.1	--	--	--	--	--	--	--	--
					IDLE	(N)	145	0.25	78	1.2	35	0.03	74	1.5	--	--	--	--	--	--	--	--
018	1975	CHEV	MONT	350	(15)	(31)	- RIGHT		EXHAUST -		- RT	AFTER	CONV	--			N/A				N/A	
			BEFORE MTCE		50	MPH	105	1.20	1219	0.4	80	1.35	970	0.4	--	--	--	--	--	--	--	--
					30	MPH	80	0.25	614	1.1	25	0.04	511	0.8	--	--	--	--	--	--	--	--
					IDLE	(D)	210	0.85	337	1.3	30	0.03	151	0.9	--	--	--	--	--	--	--	--
					IDLE	(N)	160	0.65	66	1.9	30	0.05	45	0.7	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	110	1.15	1095	0.4	85	1.80	900	0.4	--	--	--	--	--	--	--	--
					30	MPH	95	0.31	604	0.9	25	0.03	470	0.8	--	--	--	--	--	--	--	--
					IDLE	(D)	230	1.20	266	0.9	185	1.25	179	0.9	--	--	--	--	--	--	--	--
					IDLE	(N)	170	1.05	65	1.2	70	0.15	30	0.6	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	165	1.80	995	0.3	150	2.00	880	0.1	--	--	--	--	--	--	--	--
					30	MPH	135	0.30	593	1.0	90	0.06	573	0.8	--	--	--	--	--	--	--	--
					IDLE	(D)	240	0.45	327	1.7	90	0.06	317	0.8	--	--	--	--	--	--	--	--
					IDLE	(N)	200	0.40	72	2.0	90	0.06	77	1.4	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	90	1.60	995	0.3	90	2.10	860	0.1	--	--	--	--	--	--	--	--
					30	MPH	70	0.30	614	1.1	20	0.04	614	0.8	--	--	--	--	--	--	--	--
					IDLE	(D)	180	0.35	389	1.6	20	0.04	276	0.9	--	--	--	--	--	--	--	--
					IDLE	(N)	165	0.42	72	1.8	30	0.03	78	1.2	--	--	--	--	--	--	--	--
019	1975	CHEV	CAPR	350	(15)	(31)	- RIGHT		EXHAUST -		- RT	AFTER	CONV	--			N/A				N/A	
			BEFORE MTCE		50	MPH	130	1.70	1194	0.6	110	2.00	995	0.1	--	--	--	--	--	--	--	--
					30	MPH	160	1.40	348	0.4	130	1.20	389	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	250	0.40	296	1.1	30	0.05	266	0.3	--	--	--	--	--	--	--	--
					IDLE	(N)	180	0.50	77	1.1	35	0.04	80	0.4	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	140	2.10	995	0.4	85	1.80	1045	0.1	--	--	--	--	--	--	--	--
					30	MPH	160	1.55	470	0.5	145	1.80	399	0.0	--	--	--	--	--	--	--	--
					IDLE	(D)	270	0.50	378	0.9	35	0.05	146	0.1	--	--	--	--	--	--	--	--
					IDLE	(N)	220	0.70	86	1.0	150	0.35	18	0.2	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	120	2.00	1095	0.4	80	1.90	1045	0.1	--	--	--	--	--	--	--	--
					30	MPH	125	1.20	491	0.3	80	1.00	440	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	220	0.20	389	0.8	20	0.01	378	0.5	--	--	--	--	--	--	--	--
					IDLE	(N)	250	0.55	88	0.8	110	0.17	101	0.5	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	100	2.20	1045	0.3	80	2.00	1045	0.1	--	--	--	--	--	--	--	--
					30	MPH	105	1.20	491	0.3	110	1.00	430	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	200	0.40	348	0.8	170	0.50	378	0.5	--	--	--	--	--	--	--	--
					IDLE	(N)	400	0.10	90	0.8	370	0.90	101	0.6	--	--	--	--	--	--	--	--
020	1975	CHEV	IMPA	350	(15)	(31)	- RIGHT		EXHAUST -		- RT	AFTER	CONV	--			N/A				N/A	
			BEFORE MTCE		50	MPH	105	1.90	921	0.6	75	2.10	860	0.7	--	--	--	--	--	--	--	--
					30	MPH	120	2.20	491	0.6	45	1.15	337	0.6	--	--	--	--	--	--	--	--
					IDLE	(D)	200	2.40	266	1.7	35	0.05	151	1.1	--	--	--	--	--	--	--	--
					IDLE	(N)	130	0.80	70	1.9	30	0.04	79	1.3	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	110	2.30	839	0.7	75	2.00	737	0.5	--	--	--	--	--	--	--	--
					30	MPH	120	1.80	501	0.6	35	1.05	368	0.5	--	--	--	--	--	--	--	--
					IDLE	(D)	175	1.00	307	1.9	30	0.07	164	0.9	--	--	--	--	--	--	--	--
					IDLE	(N)	160	0.50	73	2.3	20	0.03	35	0.8	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	90	2.00	737	0.6	40	1.60	614	0.2	--	--	--	--	--	--	--	--
					30	MPH	95	1.10	368	0.5	30	0.70	191	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	140	0.20	266	2.0	30	0.05	227	1.0	--	--	--	--	--	--	--	--
					IDLE	(N)	120	0.40	58	2.4	30	0.05	68	1.3	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	90	2.00	696	0.5	60	1.80	614	0.1	--	--	--	--	--	--	--	--
					30	MPH	110	1.70	307	0.4	50	1.00	266	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	155	0.24	247	1.8	30	0.05	227	1.3	--	--	--	--	--	--	--	--
					IDLE	(N)	120	0.35	60	2.0	35	0.05	70	1.5	--	--	--	--	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH				H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
021	1975	CHEV	STAW 400	(18)	(36)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE	50	MPH	50	0.80	1070	1.6	30	0.05	1045	4.3	--	--	--	--	--	--	--	--
				30	MPH	50	1.30	409	2.5	30	0.05	409	5.3	--	--	--	--	--	--	--	--
				IDLE	(D)	155	0.60	126	1.7	35	0.05	116	10.1	--	--	--	--	--	--	--	--
				IDLE	(N)	125	0.35	62	2.5	35	0.05	54	11.9	--	--	--	--	--	--	--	--
			REPLICATE	50	MPH	65	2.00	1003	0.8	30	0.05	1013	1.6	--	--	--	--	--	--	--	--
				30	MPH	45	1.60	389	1.2	20	0.05	409	2.8	--	--	--	--	--	--	--	--
				IDLE	(D)	170	1.10	146	0.8	30	0.05	133	5.7	--	--	--	--	--	--	--	--
				IDLE	(N)	130	0.40	69	1.2	30	0.05	61	6.8	--	--	--	--	--	--	--	--
			AFTER MTCE	50	MPH	50	2.10	645	0.9	20	0.09	532	1.4	--	--	--	--	--	--	--	--
				30	MPH	40	1.40	286	2.1	20	0.05	266	2.5	--	--	--	--	--	--	--	--
				IDLE	(D)	165	1.00	82	2.1	30	0.03	72	5.5	--	--	--	--	--	--	--	--
				IDLE	(N)	130	0.70	50	2.5	30	0.03	39	6.5	--	--	--	--	--	--	--	--
			REPLICATE	50	MPH	55	2.00	737	1.2	20	0.08	645	1.5	--	--	--	--	--	--	--	--
				30	MPH	40	1.50	286	2.3	20	0.03	266	2.6	--	--	--	--	--	--	--	--
				IDLE	(D)	175	2.40	90	2.1	35	0.02	79	5.2	--	--	--	--	--	--	--	--
				IDLE	(N)	130	0.34	58	2.3	35	0.01	47	6.7	--	--	--	--	--	--	--	--
022	1975	CHRY	NEWP 400	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE	50	MPH	55	1.95	1095	1.2	25	1.00	747	0.8	--	--	--	--	--	--	--	--
				30	MPH	125	1.40	716	2.3	30	0.05	634	1.4	--	--	--	--	--	--	--	--
				IDLE	(D)	1900	1.70	50	6.8	180	0.04	68	3.3	--	--	--	--	--	--	--	--
				IDLE	(N)	2000	2.10	29	6.8	70	0.06	45	2.6	--	--	--	--	--	--	--	--
			REPLICATE	50	MPH	70	2.25	1095	0.9	35	1.30	839	0.5	--	--	--	--	--	--	--	--
				30	MPH	35	1.70	726	2.0	15	0.13	532	0.9	--	--	--	--	--	--	--	--
				IDLE	(D)	1850	1.90	45	6.5	135	0.05	63	3.0	--	--	--	--	--	--	--	--
				IDLE	(N)	1900	2.50	31	6.5	150	0.06	49	2.0	--	--	--	--	--	--	--	--
			AFTER MTCE	50	MPH	50	3.00	378	0.8	50	2.90	317	3.2	--	--	--	--	--	--	--	--
				30	MPH	50	1.70	317	0.9	40	1.25	296	3.3	--	--	--	--	--	--	--	--
				IDLE	(D)	55	0.35	90	1.6	10	0.03	76	3.8	--	--	--	--	--	--	--	--
				IDLE	(N)	100	0.75	49	1.6	20	0.04	35	3.5	--	--	--	--	--	--	--	--
			REPLICATE	50	MPH	60	3.40	389	0.6	60	3.10	327	3.3	--	--	--	--	--	--	--	--
				30	MPH	80	2.10	307	0.9	60	1.80	276	3.3	--	--	--	--	--	--	--	--
				IDLE	(D)	65	0.35	92	1.6	20	0.03	76	3.7	--	--	--	--	--	--	--	--
				IDLE	(N)	100	1.05	52	1.4	80	0.60	39	3.5	--	--	--	--	--	--	--	--
023	1975	DODG	CORO 318	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE	50	MPH	145	0.50	2588	1.2	45	0.05	2364	0.5	--	--	--	--	--	--	--	--
				30	MPH	190	0.30	1841	1.0	55	0.05	1866	0.6	--	--	--	--	--	--	--	--
				IDLE	(D)	265	4.40	98	0.3	280	4.00	83	0.4	--	--	--	--	--	--	--	--
				IDLE	(N)	240	4.30	64	0.2	240	3.60	58	0.3	--	--	--	--	--	--	--	--
			REPLICATE	50	MPH	160	2.00	2413	1.0	60	0.05	2239	0.4	--	--	--	--	--	--	--	--
				30	MPH	195	1.20	1791	0.9	70	0.05	1742	0.4	--	--	--	--	--	--	--	--
				IDLE	(D)	270	4.50	101	0.2	275	4.00	83	0.3	--	--	--	--	--	--	--	--
				IDLE	(N)	240	5.00	65	0.2	245	3.80	59	0.3	--	--	--	--	--	--	--	--
			AFTER MTCE	50	MPH	130	0.55	2190	1.8	40	0.05	1742	0.3	--	--	--	--	--	--	--	--
				30	MPH	175	0.42	1518	1.9	40	0.06	614	0.1	--	--	--	--	--	--	--	--
				IDLE	(D)	210	1.70	146	1.9	80	0.50	80	0.3	--	--	--	--	--	--	--	--
				IDLE	(N)	140	0.90	64	1.8	60	0.20	25	0.4	--	--	--	--	--	--	--	--
			REPLICATE	50	MPH	120	0.85	[illegible]	1.6	30	0.05	1244	0.2	--	--	--	--	--	--	--	--
				30	MPH	195	0.70	1016	1.6	95	0.50	593	0.1	--	--	--	--	--	--	--	--
				IDLE	(D)	165	0.85	[illegible]	2.2	40	0.04	20	0.0	--	--	--	--	--	--	--	--
				IDLE	(N)	120	0.90	[illegible]	[illegible]	45	0.05	6	0.0	--	--	--	--	--	--	--	--
024	1975	DODG	DART 225	(12)	(26)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE	50	MPH	130	1.10	1468	1.2	40	0.08	829	0.8	--	--	--	--	--	--	--	--
				30	MPH	275	2.60	624	1.1	230	2.00	573	0.6	--	--	--	--	--	--	--	--
				IDLE	(D)	460	2.30	44	1.3	530	2.50	29	1.7	--	--	--	--	--	--	--	--
				IDLE	(N)	530	10.00	27	1.3	550	9.40	23	2.2	--	--	--	--	--	--	--	--
			REPLICATE	50	MPH	150	0.75	1617	1.4	40	0.20	522	0.6	--	--	--	--	--	--	--	--
				30	MPH	280	2.00	778	1.1	220	1.85	604	0.6	--	--	--	--	--	--	--	--
				IDLE	(D)	470	9.50	44	1.3	480	8.90	35	1.6	--	--	--	--	--	--	--	--
				IDLE	(N)	530	9.70	30	1.3	530	9.50	25	2.0	--	--	--	--	--	--	--	--
			AFTER MTCE	50	MPH	135	1.00	1144	0.9	60	0.32	491	0.2	--	--	--	--	--	--	--	--
				30	MPH	200	1.65	583	0.5	180	1.90	286	0.2	--	--	--	--	--	--	--	--
				IDLE	(D)	180	0.90	151	0.8	200	1.30	136	0.8	--	--	--	--	--	--	--	--
				IDLE	(N)	140	1.25	93	1.1	110	0.60	15	0.6	--	--	--	--	--	--	--	--
			REPLICATE	50	MPH	90	1.00	1244	0.8	25	0.35	358	0.1	--	--	--	--	--	--	--	--
				30	MPH	170	1.75	737	0.4	170	2.05	491	0.2	--	--	--	--	--	--	--	--
				IDLE	(D)	160	1.10	194	0.8	190	1.50	151	0.8	--	--	--	--	--	--	--	--
				IDLE	(N)	130	1.80	93	0.8	100	0.80	40	0.6	--	--	--	--	--	--	--	--
025	1975	FORD	MUST 140	(12)	(26)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE	50	MPH	160	6.20	307	3.0	40	2.50	266	0.8	--	--	--	--	--	--	--	--
				30	MPH	240	8.00	126	3.5	60	3.20	76	0.6	--	--	--	--	--	--	--	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	--	--	--	--	--	--
				IDLE	(N)	90	2.00	18	7.0	30	0.05	40	7.7	--	--	--	--	--	--	--	--
			REPLICATE	50	MPH	200	7.00	286	2.8	105	3.20	266	0.6	--	--	--	--	--	--	--	--
				30	MPH	300	8.40	106	3.3	130	3.50	76	0.5	--	--	--	--	--	--	--	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	--	--	--	--	--	--
				IDLE	(N)	150	2.00	20	6.7	90	0.05	38	5.9	--	--	--	--	--	--	--	--
			AFTER MTCE	50	MPH	240	6.40	171	5.1	80	1.70	212	0.4	--	--	--	--	--	--	--	--
				30	MPH	290	7.00	58	6.0	75	3.00	60	0.2	--	--	--	--	--	--	--	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	--	--	--	--	--	--
				IDLE	(N)	90	1.75	14	8.0	30	0.05	37	5.7	--	--	--	--	--	--	--	--
			REPLICATE	50	MPH	160	7.00	156	5.0	50	3.00	186	0.3	--	--	--	--	--	--	--	--
				30	MPH	280	7.50	52	5.9	80	3.60	58	0.1	--	--	--	--	--	--	--	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	--	--	--	--	--	--
				IDLE	(N)	100	1.75	13	8.0	30	0.05	38	6.0	--	--	--	--	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
026	1975	FORD	TORI	351	(15)	(31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	45	0.70	624	8.5	40	0.45	696	7.5	50	2.00	737	7.8	28	0.15	583	7.3
					30	MPH	60	0.95	307	9.9	48	0.80	296	8.2	68	1.40	266	9.6	30	0.08	204	11.8
					IDLE	(D)	80	1.30	39	11.7	70	0.75	61	9.5	105	1.45	42	11.2	30	0.04	42	12.9
					IDLE	(N)	40	0.55	8	12.4	40	0.32	30	10.5	55	0.80	10	11.8	30	0.03	23	13.7
			REPLICATE		50	MPH	45	0.88	685	8.4	38	0.65	716	7.4	60	1.25	778	7.5	28	0.16	501	10.9
					30	MPH	55	1.45	286	9.4	45	0.95	307	7.6	72	1.85	245	9.1	28	0.10	209	11.6
					IDLE	(D)	90	1.50	28	11.0	78	0.70	75	9.1	115	0.17	32	10.6	30	0.03	35	12.2
					IDLE	(N)	50	0.65	14	12.0	48	0.40	32	9.3	65	0.85	16	11.3	32	0.03	26	13.3
			AFTER MTCE		50	MPH	55	1.00	1003	3.6	50	0.60	995	3.9	80	1.30	1194	3.2	40	0.15	900	6.5
					30	MPH	65	1.40	511	3.6	48	0.75	491	4.2	90	1.60	491	3.8	40	0.07	440	6.8
					IDLE	(D)	125	1.90	80	5.4	100	1.00	78	5.0	180	3.10	61	5.3	50	0.05	71	7.1
					IDLE	(N)	65	1.00	16	6.8	50	0.48	40	6.6	85	1.30	15	5.9	45	0.04	38	8.8
			REPLICATE		50	MPH	65	1.00	995	3.5	50	0.55	995	3.9	85	1.40	1144	3.2	40	0.13	900	6.6
					30	MPH	70	1.20	532	3.8	55	0.70	583	4.2	100	1.50	634	3.8	45	0.07	501	6.9
					IDLE	(D)	125	2.00	83	5.6	105	1.55	94	5.1	190	2.20	87	5.4	55	0.03	76	7.3
					IDLE	(N)	60	1.10	16	6.5	50	0.55	46	6.5	85	1.50	14	5.6	40	0.03	38	8.6
027	1975	FORD	GRAN	250	(12)	(26)	- RIGHT EXHAUST -				- RT AFTER CONV --				------- N/A -------				------- N/A -------			
			BEFORE MTCE		50	MPH	30	1.55	696	2.4	5	0.03	737	1.7	--	--	--	--	--	--	--	--
					30	MPH	115	1.80	222	4.9	20	0.03	286	3.3	--	--	--	--	--	--	--	--
					IDLE	(D)	170	2.20	60	7.6	25	0.02	93	6.1	--	--	--	--	--	--	--	--
					IDLE	(N)	100	1.75	12	8.9	30	0.02	44	7.8	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	40	1.80	655	2.7	12	0.04	737	1.8	--	--	--	--	--	--	--	--
					30	MPH	130	1.70	247	4.9	30	0.03	327	3.5	--	--	--	--	--	--	--	--
					IDLE	(D)	165	2.20	67	7.8	28	0.02	103	6.3	--	--	--	--	--	--	--	--
					IDLE	(N)	105	1.75	11	9.0	32	0.02	46	7.7	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	45	1.70	604	1.9	20	0.05	573	1.2	--	--	--	--	--	--	--	--
					30	MPH	130	3.20	106	4.1	30	0.02	133	1.8	--	--	--	--	--	--	--	--
					IDLE	(D)	230	4.90	21	7.2	40	0.04	54	4.4	--	--	--	--	--	--	--	--
					IDLE	(N)	125	2.90	9	8.3	35	0.02	38	6.4	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	50	2.25	481	1.5	40	0.15	358	0.3	--	--	--	--	--	--	--	--
					30	MPH	160	4.70	75	3.9	35	0.02	98	0.4	--	--	--	--	--	--	--	--
					IDLE	(D)	260	6.50	17	6.8	40	0.04	42	2.3	--	--	--	--	--	--	--	--
					IDLE	(N)	100	2.40	14	6.2	50	0.04	36	4.7	--	--	--	--	--	--	--	--
028	1975	FORD	LTD	351	(15)	(31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	135	3.50	675	0.3	145	3.40	860	0.2	150	3.40	921	0.3	150	3.60	982	0.1
					30	MPH	165	4.60	131	0.3	165	3.60	176	0.2	175	4.70	186	0.2	165	3.60	237	0.6
					IDLE	(D)	370	8.70	42	0.5	340	7.70	61	0.2	380	8.50	50	0.3	280	6.20	62	1.2
					IDLE	(N)	110	1.10	16	6.4	80	0.90	30	6.5	80	0.90	15	7.3	60	0.05	42	7.1
			REPLICATE		50	MPH	115	3.10	757	0.2	135	2.90	921	0.2	140	2.80	1070	0.3	140	3.00	1020	0.1
					30	MPH	155	4.40	161	0.3	155	3.90	207	0.2	160	4.20	227	0.2	145	3.20	229	0.5
					IDLE	(D)	370	8.00	56	0.5	350	7.10	67	0.3	310	7.80	66	0.3	290	7.00	63	1.1
					IDLE	(N)	100	1.40	22	6.2	70	0.60	41	6.5	75	1.20	20	7.3	50	0.04	52	7.0
			AFTER MTCE		50	MPH	40	1.00	880	3.1	55	0.90	1194	3.4	66	0.90	1194	3.8	60	0.50	1294	5.6
					30	MPH	60	0.70	286	3.7	60	1.10	307	3.8	70	1.30	368	4.4	55	0.40	348	5.8
					IDLE	(D)	120	1.20	82	5.6	110	0.70	126	5.4	100	0.90	156	6.0	85	0.15	156	7.4
					IDLE	(N)	55	0.50	40	7.8	60	0.40	48	7.0	65	0.60	38	7.6	50	0.10	54	9.0
			REPLICATE		50	MPH	40	1.00	871	3.0	45	0.90	1045	3.1	50	0.80	1194	3.7	45	0.40	1194	5.4
					30	MPH	50	1.30	266	3.2	50	0.80	358	3.5	50	1.10	327	3.8	40	0.30	368	5.2
					IDLE	(D)	110	1.20	80	4.9	105	1.00	141	4.2	90	0.70	181	5.4	70	0.20	141	6.3
					IDLE	(N)	55	0.50	38	7.6	55	0.40	46	7.0	60	0.60	40	7.5	55	0.09	56	8.5
029	1975	FORD	LTD	400	(15)	(31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	65	2.15	819	3.0	40	1.10	880	2.3	60	2.05	798	2.4	30	0.50	614	2.4
					30	MPH	85	4.00	90	2.6	50	2.20	88	1.4	70	2.80	85	2.1	35	1.20	88	2.6
					IDLE	(D)	100	2.80	45	4.6	85	2.00	68	2.9	110	2.90	38	4.2	40	0.02	50	7.5
					IDLE	(N)	80	1.70	18	6.5	50	0.70	40	5.5	65	1.00	20	6.2	35	0.02	37	9.5
			REPLICATE		50	MPH	55	2.20	921	2.9	35	1.10	995	2.3	55	1.80	860	2.5	25	0.40	778	2.6
					30	MPH	65	3.00	111	2.7	35	1.60	113	1.6	55	2.20	106	2.1	25	0.55	95	3.3
					IDLE	(D)	105	2.10	70	5.8	80	1.40	86	4.0	115	2.90	50	5.0	35	0.03	66	8.6
					IDLE	(N)	70	1.45	20	6.7	45	0.75	46	5.6	55	1.00	20	6.3	25	0.03	42	9.8
			AFTER MTCE		50	MPH	32	1.55	542	7.5	28	1.00	614	4.4	32	1.40	532	8.1	18	0.48	542	5.6
					30	MPH	38	2.20	72	7.4	30	1.50	76	4.2	35	1.70	67	8.4	25	0.45	70	6.7
					IDLE	(D)	65	0.90	33	10.0	60	0.60	64	6.3	60	1.50	32	10.3	25	0.02	56	12.6
					IDLE	(N)	38	0.80	15	11.0	35	0.30	38	8.5	35	0.70	16	11.4	20	0.01	29	12.3
			REPLICATE		50	MPH	28	1.80	450	7.2	25	1.20	58	4.8	30	1.60	491	8.0	15	0.45	54	5.3
					30	MPH	38	2.20	64	7.6	25	1.50	72	4.0	30	1.65	62	8.5	18	0.75	67	6.4
					IDLE	(D)	45	1.50	53	10.1	62	1.20	70	6.3	60	1.60	34	10.5	20	0.03	54	12.0
					IDLE	(N)	32	0.55	17	10.9	30	0.60	38	7.9	30	0.65	12	10.8	20	0.02	28	12.0
030	1975	MERC	MARQ	400	(18)	(36)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	85	0.68	1095	0.6	78	0.65	1020	0.5	92	0.70	1368	0.6	52	0.48	945	0.2
					30	MPH	110	1.70	276	0.3	110	1.85	255	0.1	105	1.70	337	0.3	108	1.90	307	0.1
					IDLE	(D)	195	4.00	108	0.4	210	2.50	86	0.2	195	3.75	88	0.5	210	1.90	74	2.0
					IDLE	(N)	190	1.55	64	0.4	170	2.30	62	0.3	180	3.10	55	0.7	130	0.48	50	2.2
			REPLICATE		50	MPH	70	0.60	1169	0.6	65	0.60	1045	0.4	75	0.75	1368	0.6	45	0.50	1194	0.2
					30	MPH	100	1.90	266	0.2	100	1.80	307	0.2	100	1.60	358	0.3	95	1.70	337	0.1
					IDLE	(D)	190	3.50	121	0.4	215	3.20	98	0.4	225	3.00	92	0.5	190	1.80	86	1.9
					IDLE	(N)	160	1.60	67	0.4	130	1.05	68	0.3	150	1.40	62	0.7	125	0.80	58	2.0
			AFTER MTCE		50	MPH	50	0.60	788	3.1	40	0.50	870	2.9	55	0.80	1045	3.2	30	0.20	931	3.1
					30	MPH	60	1.70	209	2.6	40	1.00	222	2.5	55	1.40	266	2.8	30	0.35	204	3.2
					IDLE	(D)	110	1.40	171	4.1	80	1.30	118	4.3	90	2.30	103	4.5	40	0.05	126	4.5
					IDLE	(N)	70	1.30	40	5.5	50	0.70	72	5.7	50	1.00	36	6.4	30	0.05	62	7.0
			REPLICATE		50	MPH	30	0.55	778	3.2	25	0.40	941	3.0	40	0.70	995	3.3	20	0.15	921	2.9
					30	MPH	35	1.30	196	2.7	25	0.90	202	2.5	40	1.40	266	2.8	20	0.20	229	2.8
					IDLE	(D)	90	2.00	184	4.4	70	1.50	113	3.6	90	2.20	63	4.5	25	0.05	128	5.2
					IDLE	(N)	40	0.90	48	5.9	30	0.90	80	5.7	30	1.00	40	5.7	15	0.05	66	7.6

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

				--- H.P. ---	RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
VEH NO.	YEAR	MAKE	MODL CID	30MPH 50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
031	1975	MERC	MONG 351	(15) (31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50 MPH	60	2.10	696	2.7	40	1.30	716	2.3	85	1.60	995	3.9	50	0.15	747	5.6
				30 MPH	85	2.40	138	2.8	50	1.40	151	2.4	90	2.40	151	3.9	40	0.05	156	5.7
				IDLE (D)	160	2.40	38	4.6	100	1.20	58	4.0	130	2.50	22	5.8	50	0.05	40	7.7
				IDLE (N)	135	1.40	14	5.8	150	0.70	34	5.0	100	1.20	12	6.8	75	0.05	30	8.3
			REPLICATE	50 MPH	50	2.00	614	2.6	40	1.00	880	2.4	70	1.60	995	3.9	40	0.15	767	5.5
				30 MPH	70	2.60	146	2.7	50	1.30	189	2.5	95	2.20	141	3.9	45	0.05	161	5.8
				IDLE (D)	150	2.40	40	4.5	110	1.30	56	4.1	130	2.60	22	5.4	40	0.05	52	7.0
				IDLE (N)	130	1.50	16	5.6	130	0.50	36	6.1	130	1.30	12	7.0	40	0.05	32	8.8
			AFTER MTCE	50 MPH	40	1.40	430	1.8	30	0.75	491	1.9	40	1.30	593	3.2	30	0.16	511	3.7
				30 MPH	50	2.20	97	2.1	40	1.30	95	1.4	60	2.40	131	2.5	35	0.18	101	3.0
				IDLE (D)	100	3.00	42	4.0	75	2.00	70	3.2	70	1.90	42	2.3	35	0.05	53	4.3
				IDLE (N)	50	1.50	25	4.0	40	1.00	42	3.8	40	1.20	16	5.4	30	0.05	38	6.1
			REPLICATE	50 MPH	40	1.70	409	1.7	35	0.80	481	1.8	50	1.50	614	3.2	35	0.18	532	2.9
				30 MPH	50	2.60	106	2.2	38	1.60	121	1.4	60	2.80	116	2.8	30	0.10	101	2.2
				IDLE (D)	105	3.20	48	3.8	80	2.00	62	2.7	65	2.00	48	4.3	35	0.05	78	2.7
				IDLE (N)	50	1.50	30	3.8	50	1.10	60	3.7	50	1.40	22	5.0	35	0.05	48	5.2
032	1975	OLDS	DELT 350	(15) (31)	- RIGHT EXHAUST -				- RT AFTER CONV --				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50 MPH	155	2.90	573	0.3	160	2.90	522	0.3	--	--	---	--	--	--	---	--
				30 MPH	190	1.70	317	0.5	130	1.30	266	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	360	4.40	103	0.3	320	4.50	98	0.2	--	--	---	--	--	--	---	--
				IDLE (N)	430	4.40	45	0.4	460	4.20	33	0.2	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	160	2.90	552	0.3	150	2.90	634	0.2	--	--	---	--	--	--	---	--
				30 MPH	160	2.20	348	0.4	160	2.00	307	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	335	4.60	116	0.3	330	4.60	80	0.2	--	--	---	--	--	--	---	--
				IDLE (N)	455	4.20	47	0.5	465	4.20	34	0.1	--	--	---	--	--	--	---	--
			AFTER MTCE	50 MPH	240	4.80	481	0.9	180	4.00	450	0.1	--	--	---	--	--	--	---	--
				30 MPH	300	3.90	286	0.9	195	3.60	181	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	480	0.18	266	3.3	95	0.03	194	2.8	--	--	---	--	--	--	---	--
				IDLE (N)	395	0.24	50	5.3	50	0.03	74	3.0	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	200	4.10	440	1.0	140	3.50	430	0.1	--	--	---	--	--	--	---	--
				30 MPH	240	4.00	247	1.1	150	3.50	161	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	370	0.15	212	3.3	310	0.03	191	3.0	--	--	---	--	--	--	---	--
				IDLE (N)	410	0.25	50	5.1	90	0.03	74	2.9	--	--	---	--	--	--	---	--
033	1975	OLDS	CUTL 350	(15) (31)	- RIGHT EXHAUST -				- RT AFTER CONV --				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50 MPH	130	2.60	900	0.7	135	2.80	839	0.5	--	--	---	--	--	--	---	--
				30 MPH	180	2.00	368	0.4	170	2.10	327	0.5	--	--	---	--	--	--	---	--
				IDLE (D)	340	1.10	116	1.6	55	0.05	116	1.3	--	--	---	--	--	--	---	--
				IDLE (N)	1500	0.60	36	3.7	45	0.05	50	2.1	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	140	2.80	798	0.7	135	2.80	737	0.5	--	--	---	--	--	--	---	--
				30 MPH	170	2.10	327	0.5	175	2.20	327	0.4	--	--	---	--	--	--	---	--
				IDLE (D)	320	1.00	116	1.8	50	0.05	121	1.4	--	--	---	--	--	--	---	--
				IDLE (N)	1300	0.75	40	3.5	40	0.05	54	1.8	--	--	---	--	--	--	---	--
			AFTER MTCE	50 MPH	120	1.90	696	2.0	125	2.30	757	0.2	--	--	---	--	--	--	---	--
				30 MPH	160	2.70	245	2.6	170	3.30	317	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	280	1.60	116	3.4	25	0.05	121	0.5	--	--	---	--	--	--	---	--
				IDLE (N)	1100	1.10	37	5.0	70	0.04	52	1.2	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	120	2.10	706	1.9	130	2.30	726	0.1	--	--	---	--	--	--	---	--
				30 MPH	190	2.40	266	2.1	190	3.40	266	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	280	0.90	131	3.0	40	0.04	136	0.5	--	--	---	--	--	--	---	--
				IDLE (N)	1000	0.80	37	4.4	25	0.03	52	1.0	--	--	---	--	--	--	---	--
034	1975	OLDS	DELT 455	(15) (31)	- RIGHT EXHAUST -				- RT AFTER CONV --				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50 MPH	100	1.70	716	1.8	90	1.85	532	0.2	--	--	---	--	--	--	---	--
				30 MPH	140	1.60	409	1.9	140	1.80	552	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	210	0.45	80	3.2	55	0.05	88	1.4	--	--	---	--	--	--	---	--
				IDLE (N)	490	0.50	36	3.8	110	0.05	52	1.6	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	100	2.00	675	1.8	85	2.20	491	0.1	--	--	---	--	--	--	---	--
				30 MPH	150	1.50	430	1.9	140	2.10	440	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	200	0.40	101	2.8	50	0.05	101	1.2	--	--	---	--	--	--	---	--
				IDLE (N)	520	0.55	40	3.6	90	0.05	54	1.3	--	--	---	--	--	--	---	--
			AFTER MTCE	50 MPH	80	4.00	470	0.7	60	4.10	501	0.3	--	--	---	--	--	--	---	--
				30 MPH	120	2.70	389	0.5	110	2.40	563	0.3	--	--	---	--	--	--	---	--
				IDLE (D)	200	0.23	98	1.5	50	0.01	101	1.6	--	--	---	--	--	--	---	--
				IDLE (N)	610	0.70	43	2.2	90	0.01	58	1.3	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	60	3.80	583	0.6	50	3.50	501	0.2	--	--	---	--	--	--	---	--
				30 MPH	120	2.40	460	0.2	110	2.50	542	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	210	0.40	95	1.7	40	0.01	98	1.6	--	--	---	--	--	--	---	--
				IDLE (N)	700	0.50	44	2.9	100	0.01	56	2.1	--	--	---	--	--	--	---	--
035	1975	PLYM	FURY 318	(15) (31)	- RIGHT EXHAUST -				- RT AFTER CONV --				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50 MPH	50	0.25	1368	1.4	25	0.05	1443	1.0	--	--	---	--	--	--	---	--
				30 MPH	95	0.40	798	1.1	30	0.05	737	0.6	--	--	---	--	--	--	---	--
				IDLE (D)	90	1.20	111	0.5	70	0.55	60	0.4	--	--	---	--	--	--	---	--
				IDLE (N)	55	0.55	68	0.7	25	0.10	40	0.5	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	60	0.30	1642	1.1	20	0.05	1642	0.9	--	--	---	--	--	--	---	--
				30 MPH	90	0.40	870	1.0	30	0.05	819	0.7	--	--	---	--	--	--	---	--
				IDLE (D)	90	1.00	138	0.5	30	0.20	46	0.4	--	--	---	--	--	--	---	--
				IDLE (N)	55	0.50	80	0.7	20	0.05	63	0.7	--	--	---	--	--	--	---	--
			AFTER MTCE	50 MPH	50	0.20	1567	2.7	30	0.05	1617	1.5	--	--	---	--	--	--	---	--
				30 MPH	80	0.40	696	2.6	40	0.05	849	1.0	--	--	---	--	--	--	---	--
				IDLE (D)	80	0.25	146	2.6	25	0.05	136	1.5	--	--	---	--	--	--	---	--
				IDLE (N)	70	0.30	68	2.7	30	0.05	71	1.7	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	40	0.25	1368	2.6	20	0.05	1493	1.3	--	--	---	--	--	--	---	--
				30 MPH	70	0.30	696	2.7	30	0.05	829	0.9	--	--	---	--	--	--	---	--
				IDLE (D)	70	0.25	141	2.5	20	0.05	146	1.3	--	--	---	--	--	--	---	--
				IDLE (N)	65	0.30	73	2.7	25	0.05	78	1.3	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P. 30MPH	H.P. 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
036	1975	PLYM	DUST	225	(12)	(26)	N/A				N/A				LEFT EXHAUST				LFT AFTER CONV			
			BEFORE MTCE		50	MPH	—	—	—	—	—	—	—	—	105	1.70	1443	3.7	105	2.10	1816	0.4
					30	MPH	—	—	—	—	—	—	—	—	90	1.70	614	5.7	110	2.10	829	0.7
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	80	3.20	61	5.7	100	3.30	77	1.0
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	100	1.40	1518	3.8	105	1.60	1816	0.4
					30	MPH	—	—	—	—	—	—	—	—	90	1.50	522	5.7	100	1.90	716	0.7
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	85	3.20	57	5.3	100	3.30	75	1.0
			AFTER MTCE		50	MPH	—	—	—	—	—	—	—	—	115	1.85	1518	3.6	130	2.30	716	0.4
					30	MPH	—	—	—	—	—	—	—	—	130	2.10	655	3.8	165	3.70	757	0.4
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	120	3.80	63	3.9	125	3.40	77	0.9
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	110	1.60	1791	3.8	120	2.30	1966	0.4
					30	MPH	—	—	—	—	—	—	—	—	120	2.25	634	3.8	150	3.70	706	0.4
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	125	4.60	68	3.8	120	3.60	82	0.9
037	1975	PONT	CATA	400	(15)	(31)	RIGHT EXHAUST				RT AFTER CONV				N/A				N/A			
			BEFORE MTCE		50	MPH	240	1.70	1144	0.4	150	1.55	1045	0.2	—	—	—	—	—	—	—	—
					30	MPH	190	0.25	1294	1.4	70	0.50	1194	1.0	—	—	—	—	—	—	—	—
					IDLE	(D)	450	0.85	111	2.2	75	0.30	98	0.6	—	—	—	—	—	—	—	—
					IDLE	(N)	900	1.80	40	2.6	95	0.40	30	0.3	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	210	1.60	1642	0.4	140	1.65	1443	0.2	—	—	—	—	—	—	—	—
					30	MPH	195	0.45	1841	1.1	50	0.10	1294	0.4	—	—	—	—	—	—	—	—
					IDLE	(D)	400	1.10	156	1.8	50	0.30	35	0.1	—	—	—	—	—	—	—	—
					IDLE	(N)	225	2.00	54	2.2	165	0.65	30	0.1	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	175	2.05	1095	0.3	155	2.00	995	0.2	—	—	—	—	—	—	—	—
					30	MPH	165	0.50	1244	1.1	60	0.07	900	0.5	—	—	—	—	—	—	—	—
					IDLE	(D)	235	1.20	232	2.1	70	0.04	151	0.7	—	—	—	—	—	—	—	—
					IDLE	(N)	570	1.80	52	2.5	20	0.04	61	0.5	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	155	2.30	962	0.3	130	2.20	931	0.1	—	—	—	—	—	—	—	—
					30	MPH	150	0.50	1219	1.1	40	0.07	696	0.4	—	—	—	—	—	—	—	—
					IDLE	(D)	240	1.25	234	2.0	30	0.30	35	0.1	—	—	—	—	—	—	—	—
					IDLE	(N)	510	2.25	61	2.2	30	0.45	23	0.1	—	—	—	—	—	—	—	—
038	1975	PONT	LEMA	350	(15)	(31)	RIGHT EXHAUST				RT AFTER CONV				N/A				N/A			
			BEFORE MTCE		50	MPH	230	4.60	491	0.8	235	4.90	409	0.2	—	—	—	—	—	—	—	—
					30	MPH	200	1.70	614	2.7	140	1.70	430	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	440	1.50	52	4.5	30	0.50	7	0.5	—	—	—	—	—	—	—	—
					IDLE	(N)	530	2.30	32	3.7	460	1.50	10	0.5	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	220	4.60	491	1.0	230	5.00	430	0.1	—	—	—	—	—	—	—	—
					30	MPH	180	1.40	593	2.7	90	1.50	176	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	500	1.60	54	4.3	220	1.20	12	0.4	—	—	—	—	—	—	—	—
					IDLE	(N)	520	3.00	32	3.3	150	2.30	16	0.5	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	170	3.30	778	0.4	185	4.10	614	0.1	—	—	—	—	—	—	—	—
					30	MPH	190	0.95	1070	1.3	60	0.60	378	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	200	0.15	88	4.8	50	0.03	106	3.6	—	—	—	—	—	—	—	—
					IDLE	(N)	305	0.20	39	4.4	55	0.04	53	3.2	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	190	4.90	604	0.5	200	5.20	491	0.1	—	—	—	—	—	—	—	—
					30	MPH	220	1.65	1095	1.1	160	1.75	778	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	210	0.14	133	4.1	50	0.03	154	3.1	—	—	—	—	—	—	—	—
					IDLE	(N)	270	0.20	44	3.9	60	0.02	61	2.7	—	—	—	—	—	—	—	—
039	1975	PONT	GRNV	455	(18)	(36)	RIGHT EXHAUST				RT AFTER CONV				N/A				N/A			
			BEFORE MTCE		50	MPH	105	2.00	368	0.4	95	2.70	337	0.3	—	—	—	—	—	—	—	—
					30	MPH	100	1.70	161	0.3	80	1.80	151	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	700	0.25	106	3.3	60	0.05	101	2.1	—	—	—	—	—	—	—	—
					IDLE	(N)	2000	0.70	38	4.9	120	0.05	64	2.0	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	130	1.70	389	0.3	100	2.30	409	0.2	—	—	—	—	—	—	—	—
					30	MPH	110	1.20	202	0.3	80	1.50	176	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	790	0.20	98	4.0	55	0.05	111	3.3	—	—	—	—	—	—	—	—
					IDLE	(N)	2000	0.30	36	5.7	160	0.05	57	2.9	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	85	2.90	348	0.2	75	2.50	389	0.2	—	—	—	—	—	—	—	—
					30	MPH	90	2.40	149	0.2	90	3.20	126	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	190	0.15	67	4.8	80	0.03	76	4.4	—	—	—	—	—	—	—	—
					IDLE	(N)	420	0.23	43	4.7	235	0.03	40	4.4	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	110	2.70	358	0.2	105	3.00	348	0.1	—	—	—	—	—	—	—	—
					30	MPH	110	2.80	133	0.1	100	3.40	126	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	260	0.15	70	5.0	110	0.04	80	4.6	—	—	—	—	—	—	—	—
					IDLE	(N)	710	0.23	38	5.2	360	0.03	38	4.7	—	—	—	—	—	—	—	—
040	1976	CAPR	SEDA	140	(12)	(26)	RIGHT EXHAUST				RT AFTER CONV				N/A				N/A			
			BEFORE MTCE		50	MPH	30	0.90	409	1.7	10	0.45	286	0.2	—	—	—	—	—	—	—	—
					30	MPH	210	7.40	164	0.8	250	7.40	138	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	300	8.40	55	0.8	290	7.80	52	0.1	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	35	1.50	430	0.8	30	1.50	348	0.1	—	—	—	—	—	—	—	—
					30	MPH	230	1.90	166	0.6	250	1.90	151	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	300	8.40	55	0.7	280	8.00	53	0.0	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	190	4.70	995	0.3	170	4.80	1003	0.1	—	—	—	—	—	—	—	—
					30	MPH	280	7.50	227	0.3	300	2.00	214	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	420	4.90	32	0.5	520	3.40	32	0.1	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	180	4.80	1269	0.4	170	4.60	1194	0.1	—	—	—	—	—	—	—	—
					30	MPH	270	7.30	337	0.3	280	7.80	255	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	370	6.20	48	0.5	520	4.20	54	0.1	—	—	—	—	—	—	—	—

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
041	1975	DATS	B210	85	(9)	(21)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	135	3.80	1542	3.1	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	125	1.20	1144	4.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	225	3.40	56	5.5	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	135	2.10	38	6.4	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	150	3.80	1318	3.2	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	140	1.10	1269	4.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	255	3.40	66	6.0	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	140	2.10	41	6.6	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	180	5.20	1617	2.9	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	145	1.70	1020	3.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	210	3.40	50	4.3	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	140	2.70	32	5.1	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	190	3.20	1742	3.1	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	140	1.50	1144	3.9	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	200	3.30	52	4.8	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	140	2.60	34	5.8	--	--	---	--
042	1975	HOND	SEDA	91	(9)	(21)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	195	5.40	358	4.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	190	3.40	348	4.0	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	130	2.60	42	6.5	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	195	4.80	491	4.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	165	3.30	389	4.0	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	115	2.70	38	6.6	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	190	6.00	430	3.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	110	3.10	470	3.1	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	155	1.60	50	5.6	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	190	6.00	440	3.9	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	105	2.90	368	1.9	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	150	1.70	50	4.6	--	--	---	--
043	1975	TOYO	CORO	133	(12)	(26)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	68	0.38	1592	5.0	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	130	1.60	993	5.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	125	3.30	58	5.3	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	45	1.00	41	5.8	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	62	0.38	1667	5.0	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	128	1.40	1020	5.1	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	190	4.00	61	6.1	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	50	1.15	43	6.2	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	50	1.50	1294	4.6	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	95	0.95	945	5.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	110	0.30	161	7.8	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	155	0.29	54	9.1	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	50	0.75	1194	4.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	90	0.80	911	5.1	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	100	0.20	151	7.6	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	120	0.28	53	8.9	--	--	---	--
044	1975	VOLK	SEDA	97	(9)	(21)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	165	1.40	2190	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	220	2.20	1393	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	170	6.00	76	0.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	160	1.50	2588	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	230	2.00	1169	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	155	5.50	78	0.3	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	120	0.80	3285	1.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	185	0.80	1144	1.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	155	4.60	87	0.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	130	1.10	2588	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	210	0.90	1294	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	145	4.00	106	0.3	--	--	---	--	--	--	---	--	--	--	---	--
045	1975	VOLK	STAW	90	(9)	(21)	RIGHT EXHAUST				RT AFTER CONV				N/A				N/A			
			BEFORE MTCE		50	MPH	80	3.50	583	5.5	55	1.20	945	0.9	--	--	---	--	--	--	---	--
					30	MPH	100	3.20	327	8.2	40	0.50	358	0.9	--	--	---	--	--	--	---	--
					IDLE	(D)	140	5.50	15	9.7	110	3.30	9	0.2	--	--	---	--	--	--	---	--
					IDLE	(N)	42	1.00	16	9.6	22	0.05	40	4.1	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	80	4.20	945	4.2	60	1.20	995	0.4	--	--	---	--	--	--	---	--
					30	MPH	95	3.40	796	7.9	35	0.30	511	0.9	--	--	---	--	--	--	---	--
					IDLE	(D)	160	6.00	16	9.4	125	4.40	9	0.1	--	--	---	--	--	--	---	--
					IDLE	(N)	35	1.10	21	9.2	20	0.05	48	3.4	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	40	2.40	1119	4.4	20	0.50	1393	1.1	--	--	---	--	--	--	---	--
					30	MPH	55	3.10	368	5.2	30	1.00	532	0.5	--	--	---	--	--	--	---	--
					IDLE	(D)	100	1.30	25	5.9	80	0.35	23	0.1	--	--	---	--	--	--	---	--
					IDLE	(N)	40	1.25	18	6.2	15	0.04	52	2.6	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	40	2.30	1095	4.2	30	0.50	1368	1.1	--	--	---	--	--	--	---	--
					30	MPH	60	3.50	389	5.1	45	1.30	542	0.5	--	--	---	--	--	--	---	--
					IDLE	(D)	150	5.50	21	6.1	110	0.40	50	0.1	--	--	---	--	--	--	---	--
					IDLE	(N)	50	1.50	16	6.5	30	0.04	56	3.0	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH				H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
231	1975	AMMO	GREM 232	(12)	(26)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE	50	MPH	--	--	--	--	--	--	--	--	100	0.90	2339	1.3	--	--	--	--
				30	MPH	--	--	--	--	--	--	--	--	150	0.20	2190	1.5	--	--	--	--
				IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE	(N)	--	--	--	--	--	--	--	--	180	4.20	90	0.8	--	--	--	--
			REPLICATE	50	MPH	--	--	--	--	--	--	--	--	85	1.20	1941	0.8	--	--	--	--
				30	MPH	--	--	--	--	--	--	--	--	130	0.30	1891	1.2	--	--	--	--
				IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE	(N)	--	--	--	--	--	--	--	--	170	4.40	82	0.7	--	--	--	--
			AFTER MTCE	50	MPH	--	--	--	--	--	--	--	--	50	2.50	737	3.4	--	--	--	--
				30	MPH	--	--	--	--	--	--	--	--	70	2.10	522	3.4	--	--	--	--
				IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE	(N)	--	--	--	--	--	--	--	--	120	3.40	56	3.5	--	--	--	--
			REPLICATE	50	MPH	--	--	--	--	--	--	--	--	60	2.10	819	3.4	--	--	--	--
				30	MPH	--	--	--	--	--	--	--	--	90	1.50	645	3.4	--	--	--	--
				IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE	(N)	--	--	--	--	--	--	--	--	120	2.70	61	3.6	--	--	--	--
232	1975	AMMO	HORN 304	(12)	(26)	N/A				N/A				LEFT EXHAUST				LFT AFTER CONV			
			BEFORE MTCE	50	MPH	--	--	--	--	--	--	--	--	90	0.90	726	3.6	60	0.10	767	3.0
				30	MPH	--	--	--	--	--	--	--	--	120	0.60	450	4.4	70	0.05	470	3.9
				IDLE	(D)	--	--	--	--	--	--	--	--	145	2.40	42	4.6	70	0.05	66	2.9
				IDLE	(N)	--	--	--	--	--	--	--	--	100	1.50	28	5.3	50	0.05	48	4.2
			REPLICATE	50	MPH	--	--	--	--	--	--	--	--	110	1.00	819	3.2	70	0.05	880	3.0
				30	MPH	--	--	--	--	--	--	--	--	125	0.50	573	4.4	80	0.05	573	4.1
				IDLE	(D)	--	--	--	--	--	--	--	--	150	2.30	54	4.6	75	0.05	82	3.0
				IDLE	(N)	--	--	--	--	--	--	--	--	115	1.50	34	5.5	55	0.05	56	4.4
			AFTER MTCE	50	MPH	--	--	--	--	--	--	--	--	60	0.92	726	2.9	40	0.10	737	2.4
				30	MPH	--	--	--	--	--	--	--	--	110	0.51	501	3.6	60	0.04	491	3.2
				IDLE	(D)	--	--	--	--	--	--	--	--	200	0.65	85	4.6	80	0.03	90	4.7
				IDLE	(N)	--	--	--	--	--	--	--	--	180	0.58	44	5.3	85	0.03	53	5.3
			REPLICATE	50	MPH	--	--	--	--	--	--	--	--	65	0.95	860	2.9	40	0.10	880	2.5
				30	MPH	--	--	--	--	--	--	--	--	105	0.50	552	3.6	60	0.05	552	3.2
				IDLE	(D)	--	--	--	--	--	--	--	--	195	0.72	92	4.6	80	0.04	103	4.6
				IDLE	(N)	--	--	--	--	--	--	--	--	170	0.53	48	5.3	75	0.05	60	5.3
233	1975	AMMO	MATA 360	(15)	(31)	N/A				N/A				LEFT EXHAUST				LFT AFTER CONV			
			BEFORE MTCE	50	MPH	--	--	--	--	--	--	--	--	55	0.85	2687	3.5	30	0.04	2886	1.8
				30	MPH	--	--	--	--	--	--	--	--	100	0.90	2190	5.0	40	0.04	2364	2.8
				IDLE	(D)	--	--	--	--	--	--	--	--	125	1.10	232	6.2	35	0.03	202	4.6
				IDLE	(N)	--	--	--	--	--	--	--	--	90	0.45	53	7.7	38	0.03	65	6.0
			REPLICATE	50	MPH	--	--	--	--	--	--	--	--	60	0.75	2986	3.9	25	0.04	3285	2.1
				30	MPH	--	--	--	--	--	--	--	--	95	0.70	2588	5.1	32	0.03	2687	3.1
				IDLE	(D)	--	--	--	--	--	--	--	--	115	0.95	207	6.2	30	0.04	212	4.3
				IDLE	(N)	--	--	--	--	--	--	--	--	75	0.35	61	7.6	25	0.03	70	6.2
			AFTER MTCE	50	MPH	--	--	--	--	--	--	--	--	100	0.90	2787	4.3	50	0.00	2687	2.2
				30	MPH	--	--	--	--	--	--	--	--	140	0.70	2140	4.6	60	0.00	2190	2.8
				IDLE	(D)	--	--	--	--	--	--	--	--	180	3.20	68	4.3	60	0.00	78	2.1
				IDLE	(N)	--	--	--	--	--	--	--	--	140	1.30	36	4.9	60	0.00	48	3.6
			REPLICATE	50	MPH	--	--	--	--	--	--	--	--	70	0.95	2787	2.8	30	0.00	2986	1.6
				30	MPH	--	--	--	--	--	--	--	--	110	0.75	2389	3.6	40	0.00	2438	2.4
				IDLE	(D)	--	--	--	--	--	--	--	--	160	3.20	80	4.0	38	0.00	88	2.0
				IDLE	(N)	--	--	--	--	--	--	--	--	120	1.30	40	4.5	40	0.00	58	3.4
234	1975	BUIC	SKYH 231	(12)	(26)	RIGHT EXHAUST				RT AFTER CONV				N/A				N/A			
			BEFORE MTCE	50	MPH	150	4.20	798	2.0	155	4.70	819	0.2	--	--	--	--	--	--	--	--
				30	MPH	195	2.30	1493	1.9	215	2.80	1368	0.2	--	--	--	--	--	--	--	--
				IDLE	(D)	255	2.60	593	2.2	230	2.20	409	0.1	--	--	--	--	--	--	--	--
				IDLE	(N)	185	3.50	85	1.7	160	2.00	55	0.1	--	--	--	--	--	--	--	--
			REPLICATE	50	MPH	150	4.30	839	0.8	155	4.60	798	0.1	--	--	--	--	--	--	--	--
				30	MPH	205	2.00	1791	1.0	205	2.40	1493	0.1	--	--	--	--	--	--	--	--
				IDLE	(D)	245	2.25	737	1.4	250	3.00	491	0.1	--	--	--	--	--	--	--	--
				IDLE	(N)	180	2.80	101	1.4	140	2.50	54	0.1	--	--	--	--	--	--	--	--
			AFTER MTCE	50	MPH	175	2.60	1269	0.3	150	2.90	1045	1.1	--	--	--	--	--	--	--	--
				30	MPH	190	1.25	1990	0.6	145	1.50	1343	1.2	--	--	--	--	--	--	--	--
				IDLE	(D)	230	2.10	1244	1.4	65	0.50	255	1.6	--	--	--	--	--	--	--	--
				IDLE	(N)	170	1.70	96	1.3	50	0.50	30	1.6	--	--	--	--	--	--	--	--
			REPLICATE	50	MPH	150	3.10	1095	0.3	135	3.20	952	1.0	--	--	--	--	--	--	--	--
				30	MPH	190	1.50	2065	0.7	150	1.60	1990	1.1	--	--	--	--	--	--	--	--
				IDLE	(D)	250	2.00	696	1.7	75	0.70	204	1.6	--	--	--	--	--	--	--	--
				IDLE	(N)	175	1.60	95	1.0	80	0.70	20	1.7	--	--	--	--	--	--	--	--
235	1975	BUIC	SKYL 260	(15)	(31)	RIGHT EXHAUST				RT AFTER CONV				N/A				N/A			
			BEFORE MTCE	50	MPH	180	5.05	634	0.5	180	5.20	614	0.1	--	--	--	--	--	--	--	--
				30	MPH	180	2.80	645	0.8	180	3.05	583	0.1	--	--	--	--	--	--	--	--
				IDLE	(D)	310	3.60	450	0.9	320	4.30	307	0.2	--	--	--	--	--	--	--	--
				IDLE	(N)	470	4.70	80	1.0	470	4.90	65	0.3	--	--	--	--	--	--	--	--
			REPLICATE	50	MPH	190	6.30	511	0.4	190	6.20	481	0.1	--	--	--	--	--	--	--	--
				30	MPH	200	3.70	542	0.8	195	3.90	501	0.0	--	--	--	--	--	--	--	--
				IDLE	(D)	360	6.40	266	0.9	350	4.30	481	0.2	--	--	--	--	--	--	--	--
				IDLE	(N)	750	6.70	73	1.1	770	7.20	65	0.2	--	--	--	--	--	--	--	--
			AFTER MTCE	50	MPH	180	3.60	900	0.3	185	4.10	737	0.1	--	--	--	--	--	--	--	--
				30	MPH	180	1.90	685	0.4	145	1.80	542	0.0	--	--	--	--	--	--	--	--
				IDLE	(D)	240	0.52	982	1.3	15	0.05	348	0.2	--	--	--	--	--	--	--	--
				IDLE	(N)	820	1.60	121	1.5	140	0.35	75	0.1	--	--	--	--	--	--	--	--
			REPLICATE	50	MPH	200	4.60	204	0.2	200	6.00	409	0.1	--	--	--	--	--	--	--	--
				30	MPH	220	4.00	532	0.2	210	4.10	470	0.0	--	--	--	--	--	--	--	--
				IDLE	(D)	280	3.40	778	0.5	300	4.80	522	0.1	--	--	--	--	--	--	--	--
				IDLE	(N)	430	5.00	106	0.6	440	4.70	68	0.0	--	--	--	--	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	--- H.P. -- 30MPH 50MPH	RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
						HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
236	1975	BUIC	REGA	350	(15) (31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50 MPH	80	3.10	634	1.0	80	3.50	604	0.2	--	--	---	--	--	--	---	--
					30 MPH	110	4.10	189	0.9	115	4.20	184	0.2	--	--	---	--	--	--	---	--
					IDLE (D)	180	1.70	128	1.4	175	1.90	92	0.4	--	--	---	--	--	--	---	--
					IDLE (N)	170	2.50	53	1.3	170	2.80	40	0.2	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH	70	3.20	614	0.9	75	3.60	604	0.2	--	--	---	--	--	--	---	--
					30 MPH	105	4.00	212	0.9	105	4.30	199	0.2	--	--	---	--	--	--	---	--
					IDLE (D)	190	3.20	111	1.3	210	3.40	72	0.4	--	--	---	--	--	--	---	--
					IDLE (N)	195	4.00	55	1.2	205	4.30	40	0.3	--	--	---	--	--	--	---	--
			AFTER MTCE		50 MPH	85	2.20	870	0.4	80	2.90	767	0.1	--	--	---	--	--	--	---	--
					30 MPH	100	3.00	286	0.3	100	3.30	237	0.1	--	--	---	--	--	--	---	--
					IDLE (D)	140	0.80	166	2.3	110	1.00	121	0.4	--	--	---	--	--	--	---	--
					IDLE (N)	120	1.60	63	1.5	100	1.70	53	0.2	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH	60	1.60	962	0.4	90	2.30	767	0.2	--	--	---	--	--	--	---	--
					30 MPH	100	3.00	276	0.2	110	2.70	276	0.1	--	--	---	--	--	--	---	--
					IDLE (D)	90	0.80	128	2.3	140	0.80	151	0.4	--	--	---	--	--	--	---	--
					IDLE (N)	100	1.50	50	1.5	120	1.30	64	0.3	--	--	---	--	--	--	---	--
238	1975	BUIC	STAW	350	(15) (31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50 MPH	110	3.70	491	0.9	65	4.25	307	0.0	--	--	---	--	--	--	---	--
					30 MPH	60	5.20	146	0.8	50	4.90	83	0.0	--	--	---	--	--	--	---	--
					IDLE (D)	330	5.50	84	0.9	600	5.70	24	0.4	--	--	---	--	--	--	---	--
					IDLE (N)	520	7.50	57	0.9	520	6.10	20	0.2	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH	65	4.80	307	0.5	55	4.60	327	0.0	--	--	---	--	--	--	---	--
					30 MPH	75	5.40	121	0.8	65	5.30	93	0.1	--	--	---	--	--	--	---	--
					IDLE (D)	150	4.50	81	1.0	160	4.40	29	0.4	--	--	---	--	--	--	---	--
					IDLE (N)	120	4.80	53	1.0	100	4.80	22	0.3	--	--	---	--	--	--	---	--
			AFTER MTCE		50 MPH	60	3.40	511	0.2	25	3.60	389	0.1	--	--	---	--	--	--	---	--
					30 MPH	110	4.60	186	0.1	38	4.70	116	0.0	--	--	---	--	--	--	---	--
					IDLE (D)	200	2.50	48	0.2	210	3.80	44	0.3	--	--	---	--	--	--	---	--
					IDLE (N)	200	3.60	60	0.2	150	4.00	26	0.2	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH	60	3.60	460	0.1	65	3.40	419	0.1	--	--	---	--	--	--	---	--
					30 MPH	105	5.00	179	0.1	65	5.10	131	0.1	--	--	---	--	--	--	---	--
					IDLE (D)	160	3.20	121	0.2	140	3.20	44	0.5	--	--	---	--	--	--	---	--
					IDLE (N)	80	4.00	63	0.2	70	3.60	27	0.3	--	--	---	--	--	--	---	--
240	1975	BUIC	RIVI	455	(18) (36)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50 MPH	150	4.90	184	0.1	95	5.50	80	0.0	--	--	---	--	--	--	---	--
					30 MPH	130	6.50	19	0.1	135	6.50	13	0.0	--	--	---	--	--	--	---	--
					IDLE (D)	390	7.40	10	0.3	390	7.40	6	0.1	--	--	---	--	--	--	---	--
					IDLE (N)	220	7.40	7	0.3	210	7.30	5	0.1	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH	95	5.65	348	0.3	90	5.85	317	0.2	--	--	---	--	--	--	---	--
					30 MPH	130	6.30	21	0.1	125	6.10	17	0.1	--	--	---	--	--	--	---	--
					IDLE (D)	160	7.50	7	0.2	150	7.30	5	0.1	--	--	---	--	--	--	---	--
					IDLE (N)	130	7.80	5	0.2	130	7.30	3	0.1	--	--	---	--	--	--	---	--
			AFTER MTCE		50 MPH	190	3.80	870	0.2	195	3.90	767	0.0	--	--	---	--	--	--	---	--
					30 MPH	205	4.50	161	0.2	205	4.55	113	0.0	--	--	---	--	--	--	---	--
					IDLE (D)	205	2.80	133	0.3	225	3.05	103	0.3	--	--	---	--	--	--	---	--
					IDLE (N)	175	3.45	66	0.2	165	3.30	44	0.2	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH	150	4.40	542	0.2	140	4.00	665	0.1	--	--	---	--	--	--	---	--
					30 MPH	180	4.20	151	0.2	185	4.30	128	0.1	--	--	---	--	--	--	---	--
					IDLE (D)	195	3.70	88	0.3	185	3.30	74	0.3	--	--	---	--	--	--	---	--
					IDLE (N)	160	3.90	64	0.2	160	3.60	43	0.2	--	--	---	--	--	--	---	--
244	1975	CHEV	VEGA	140	(9) (21)	N/A				N/A				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50 MPH	--	--	---	--	--	--	---	--	125	3.00	1045	0.3	120	2.10	1169	0.2
					30 MPH	--	--	---	--	--	--	---	--	220	2.70	1169	0.4	200	3.00	962	0.2
					IDLE (D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)	--	--	---	--	--	--	---	--	290	7.90	583	0.3	320	7.90	24	0.3
			REPLICATE		50 MPH	--	--	---	--	--	--	---	--	110	1.20	1692	0.4	100	1.40	1493	0.2
					30 MPH	--	--	---	--	--	--	---	--	185	2.80	1318	0.4	195	3.10	921	0.3
					IDLE (D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)	--	--	---	--	--	--	---	--	290	8.40	58	0.3	310	8.40	26	0.2
			AFTER MTCE		50 MPH	--	--	---	--	--	--	---	--	95	4.50	532	0.3	99	4.30	440	0.1
					30 MPH	--	--	---	--	--	--	---	--	170	1.30	1393	0.3	170	1.40	1194	0.1
					IDLE (D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)	--	--	---	--	--	--	---	--	170	2.30	88	0.2	175	2.30	43	0.2
			REPLICATE		50 MPH	--	--	---	--	--	--	---	--	95	4.20	593	0.4	110	4.30	604	0.1
					30 MPH	--	--	---	--	--	--	---	--	175	1.20	1542	0.4	170	1.50	1368	0.1
					IDLE (D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)	--	--	---	--	--	--	---	--	180	2.30	83	0.2	175	2.10	45	0.2
245	1975	CHEV	MONZ	140	(12) (26)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50 MPH	40	2.80	995	1.2	20	1.40	532	0.2	--	--	---	--	--	--	---	--
					30 MPH	160	1.70	655	0.8	130	2.00	389	0.2	--	--	---	--	--	--	---	--
					IDLE (D)	380	6.80	75	0.8	370	6.80	10	0.4	--	--	---	--	--	--	---	--
					IDLE (N)	250	5.80	64	0.8	240	5.50	12	0.5	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH	60	2.15	1095	0.9	20	1.20	378	0.2	--	--	---	--	--	--	---	--
					30 MPH	185	3.00	583	0.8	175	3.00	276	0.3	--	--	---	--	--	--	---	--
					IDLE (D)	410	8.20	77	0.8	400	7.80	8	0.6	--	--	---	--	--	--	---	--
					IDLE (N)	275	6.50	70	0.9	255	5.70	16	1.1	--	--	---	--	--	--	---	--
			AFTER MTCE		50 MPH	160	0.90	94	1.2	20	0.70	113	0.5	--	--	---	--	--	--	---	--
					30 MPH	130	0.45	118	1.0	40	0.25	126	0.2	--	--	---	--	--	--	---	--
					IDLE (D)	260	0.90	103	0.7	160	0.80	96	0.5	--	--	---	--	--	--	---	--
					IDLE (N)	150	0.60	94	1.0	30	0.20	93	0.8	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH	45	1.00	1891	1.3	10	0.10	1045	0.2	--	--	---	--	--	--	---	--
					30 MPH	140	1.30	1194	0.7	130	1.70	941	0.2	--	--	---	--	--	--	---	--
					IDLE (D)	290	2.40	194	0.6	280	2.20	121	0.4	--	--	---	--	--	--	---	--
					IDLE (N)	230	1.70	90	0.8	150	1.20	48	0.7	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P. 30MPH	H.P. 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
246	1975	CHEV	MONZ	262	(12)	(26)	- RIGHT		EXHAUST -		- RT	AFTER	CONV	--			N/A				N/A	
			BEFORE MTCE		50	MPH	160	4.70	389	3.1	50	0.05	511	1.4	—	—	—	—	—	—	—	—
					30	MPH	180	3.10	327	4.6	50	0.05	327	2.3	—	—	—	—	—	—	—	—
					IDLE	(D)	300	4.80	101	5.8	50	0.05	103	2.6	—	—	—	—	—	—	—	—
					IDLE	(N)	175	3.00	34	7.2	45	0.05	58	5.4	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	155	4.60	317	3.3	30	0.30	368	0.4	—	—	—	—	—	—	—	—
					30	MPH	190	4.10	189	4.3	40	0.05	209	1.2	—	—	—	—	—	—	—	—
					IDLE	(D)	305	5.60	66	5.6	55	0.05	82	1.6	—	—	—	—	—	—	—	—
					IDLE	(N)	200	3.30	30	6.9	45	0.05	54	4.8	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	140	2.70	665	4.1	45	0.05	675	2.4	—	—	—	—	—	—	—	—
					30	MPH	140	1.20	542	5.7	40	0.05	552	4.0	—	—	—	—	—	—	—	—
					IDLE	(D)	190	0.20	675	8.0	40	0.05	604	6.9	—	—	—	—	—	—	—	—
					IDLE	(N)	120	0.15	68	10.0	30	0.05	77	9.1	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	130	2.90	634	4.1	40	0.05	737	2.1	—	—	—	—	—	—	—	—
					30	MPH	150	1.70	491	5.4	40	0.05	511	3.5	—	—	—	—	—	—	—	—
					IDLE	(D)	190	0.20	747	7.9	40	0.05	716	6.6	—	—	—	—	—	—	—	—
					IDLE	(N)	110	0.15	75	9.7	30	0.05	96	8.8	—	—	—	—	—	—	—	—
247	1975	CHEV	NOVA	250	(12)	(26)	- RIGHT		EXHAUST -		- RT	AFTER	CONV	--			N/A				N/A	
			BEFORE MTCE		50	MPH	75	0.90	1766	1.9	85	1.35	1567	0.4	—	—	—	—	—	—	—	—
					30	MPH	125	0.30	1393	2.4	40	0.40	995	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	220	3.00	113	2.1	235	3.80	83	0.5	—	—	—	—	—	—	—	—
					IDLE	(N)	170	3.10	56	2.1	150	3.00	54	0.2	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	90	1.15	1592	2.0	80	1.30	1567	0.3	—	—	—	—	—	—	—	—
					30	MPH	110	0.15	1542	2.9	30	0.03	1692	0.8	—	—	—	—	—	—	—	—
					IDLE	(D)	200	2.80	151	2.1	220	3.20	113	0.5	—	—	—	—	—	—	—	—
					IDLE	(N)	150	2.50	63	2.1	160	3.30	60	0.2	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	65	0.85	1368	0.6	30	0.85	1013	0.3	—	—	—	—	—	—	—	—
					30	MPH	90	0.15	1020	1.0	25	0.04	1020	0.7	—	—	—	—	—	—	—	—
					IDLE	(D)	170	0.55	146	0.7	100	0.45	70	0.7	—	—	—	—	—	—	—	—
					IDLE	(N)	110	0.50	49	0.8	60	0.40	22	0.3	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	80	1.05	1393	0.5	50	0.95	1095	0.2	—	—	—	—	—	—	—	—
					30	MPH	100	0.20	1144	1.4	25	0.03	1169	0.8	—	—	—	—	—	—	—	—
					IDLE	(D)	185	1.40	111	0.5	170	1.20	106	0.7	—	—	—	—	—	—	—	—
					IDLE	(N)	130	0.90	59	0.6	125	1.35	45	0.3	—	—	—	—	—	—	—	—
248	1975	CHEV	NOVA	262	(12)	(26)	- RIGHT		EXHAUST -		- RT	AFTER	CONV	--			N/A				N/A	
			BEFORE MTCE		50	MPH	135	1.40	921	5.1	65	0.05	1003	4.1	—	—	—	—	—	—	—	—
					30	MPH	145	1.20	675	5.6	65	0.05	655	5.1	—	—	—	—	—	—	—	—
					IDLE	(D)	210	1.10	419	7.4	50	0.05	368	6.4	—	—	—	—	—	—	—	—
					IDLE	(N)	140	0.30	65	9.7	35	0.05	79	8.9	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	145	1.60	1020	4.7	55	0.05	995	3.6	—	—	—	—	—	—	—	—
					30	MPH	150	0.70	655	5.4	60	0.05	634	4.7	—	—	—	—	—	—	—	—
					IDLE	(D)	235	1.70	348	7.3	55	0.05	368	5.8	—	—	—	—	—	—	—	—
					IDLE	(N)	130	0.80	64	9.2	50	0.05	78	8.5	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	140	2.10	880	4.6	50	0.05	911	3.1	—	—	—	—	—	—	—	—
					30	MPH	155	1.00	552	5.1	50	0.04	542	4.0	—	—	—	—	—	—	—	—
					IDLE	(D)	250	3.20	266	6.8	50	0.04	266	4.5	—	—	—	—	—	—	—	—
					IDLE	(N)	130	1.45	46	8.7	35	0.03	64	7.0	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	160	2.60	900	4.3	35	0.03	972	2.7	—	—	—	—	—	—	—	—
					30	MPH	160	1.50	542	4.8	50	0.04	542	3.9	—	—	—	—	—	—	—	—
					IDLE	(D)	255	3.20	276	6.4	50	0.03	186	3.0	—	—	—	—	—	—	—	—
					IDLE	(N)	130	1.45	55	8.5	35	0.03	73	6.8	—	—	—	—	—	—	—	—
249	1975	CHEV	CAMA	350	(15)	(31)	- RIGHT		EXHAUST -		- RT	AFTER	CONV	--			N/A				N/A	
			BEFORE MTCE		50	MPH	155	4.00	1269	0.3	150	4.00	1119	0.2	—	—	—	—	—	—	—	—
					30	MPH	195	4.20	450	0.3	190	4.40	409	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	240	2.90	196	0.2	265	3.40	143	0.2	—	—	—	—	—	—	—	—
					IDLE	(N)	270	4.00	63	0.3	260	3.30	53	0.2	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	155	5.00	1045	0.2	150	4.80	995	0.1	—	—	—	—	—	—	—	—
					30	MPH	200	5.60	430	0.2	190	5.70	389	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	250	4.30	156	0.3	260	4.20	141	0.2	—	—	—	—	—	—	—	—
					IDLE	(N)	230	4.00	68	0.2	250	4.30	58	0.2	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	130	3.70	1045	0.4	125	3.40	972	0.3	—	—	—	—	—	—	—	—
					30	MPH	155	3.00	450	0.2	150	3.20	450	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	160	0.15	196	2.6	35	0.05	191	2.0	—	—	—	—	—	—	—	—
					IDLE	(N)	400	0.60	56	2.1	45	0.05	59	2.5	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	140	4.10	1020	0.3	135	4.10	962	0.2	—	—	—	—	—	—	—	—
					30	MPH	170	3.60	430	0.3	175	4.10	378	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	195	0.60	247	1.6	40	0.05	227	1.6	—	—	—	—	—	—	—	—
					IDLE	(N)	290	1.10	61	2.2	60	0.05	68	2.4	—	—	—	—	—	—	—	—
250	1975	CHEV	NOVA	350	(12)	(26)	- RIGHT		EXHAUST -		- RT	AFTER	CONV	--			N/A				N/A	
			BEFORE MTCE		50	MPH	100	1.00	1020	0.9	45	0.50	430	0.4	—	—	—	—	—	—	—	—
					30	MPH	85	0.70	450	0.9	35	0.30	149	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	245	6.60	75	0.3	275	7.30	47	0.3	—	—	—	—	—	—	—	—
					IDLE	(N)	280	6.70	50	0.3	280	6.50	38	0.3	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	100	1.40	1095	0.7	45	3.40	522	0.1	—	—	—	—	—	—	—	—
					30	MPH	120	2.70	348	0.4	115	2.60	266	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	250	6.80	77	0.3	290	7.40	46	0.3	—	—	—	—	—	—	—	—
					IDLE	(N)	270	6.60	53	0.4	265	6.40	40	0.3	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	90	1.60	1169	0.6	60	1.50	870	0.2	—	—	—	—	—	—	—	—
					30	MPH	95	1.25	614	0.5	75	1.60	389	0.3	—	—	—	—	—	—	—	—
					IDLE	(D)	200	2.50	189	0.2	190	2.30	113	0.8	—	—	—	—	—	—	—	—
					IDLE	(N)	175	3.10	62	0.4	150	2.30	37	1.0	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	95	1.90	1194	0.5	70	1.80	778	0.1	—	—	—	—	—	—	—	—
					30	MPH	110	1.60	593	0.4	100	2.30	389	0.3	—	—	—	—	—	—	—	—
					IDLE	(D)	200	2.40	204	0.3	180	2.40	116	0.8	—	—	—	—	—	—	—	—
					IDLE	(N)	180	3.10	66	0.4	160	2.90	39	1.0	—	—	—	—	—	—	—	—

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
					30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
252	1975	CHEV	MALI	350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				—	—	N/A	—	—	—	N/A	—
			BEFORE MTCE		50	MPH	70	1.60	1144	0.8	50	1.50	911	0.6	—	—	—	—	—	—	—	—
					30	MPH	100	1.90	491	0.7	60	1.80	368	0.3	—	—	—	—	—	—	—	—
					IDLE	(D)	170	3.20	327	1.0	170	3.20	219	0.5	—	—	—	—	—	—	—	—
					IDLE	(N)	190	4.00	76	0.6	165	3.10	39	0.5	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	80	2.00	1045	1.0	65	1.90	952	0.4	—	—	—	—	—	—	—	—
					30	MPH	100	2.10	491	0.8	70	2.20	296	0.3	—	—	—	—	—	—	—	—
					IDLE	(D)	180	3.60	327	0.9	185	3.30	176	0.3	—	—	—	—	—	—	—	—
					IDLE	(N)	150	2.20	92	0.7	130	3.00	60	0.3	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	75	2.05	788	0.4	60	2.00	716	0.1	—	—	—	—	—	—	—	—
					30	MPH	85	1.20	419	0.6	60	1.20	317	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	140	0.30	232	2.3	35	0.03	217	0.8	—	—	—	—	—	—	—	—
					IDLE	(N)	130	0.28	67	2.1	35	0.03	77	1.1	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	70	2.10	890	0.5	55	1.80	808	0.1	—	—	—	—	—	—	—	—
					30	MPH	90	1.20	470	0.6	45	0.90	307	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	125	0.20	286	2.1	35	0.03	247	0.7	—	—	—	—	—	—	—	—
					IDLE	(N)	100	0.27	71	2.3	30	0.03	84	0.9	—	—	—	—	—	—	—	—
253	1975	CHEV	MALI	350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				—	—	N/A	—	—	—	N/A	—
			BEFORE MTCE		50	MPH	170	4.00	757	0.4	140	2.90	614	2.9	—	—	—	—	—	—	—	—
					30	MPH	125	0.65	532	1.0	25	0.05	327	1.2	—	—	—	—	—	—	—	—
					IDLE	(D)	220	0.20	307	2.2	50	0.03	255	2.0	—	—	—	—	—	—	—	—
					IDLE	(N)	250	0.30	66	2.0	50	0.03	76	1.9	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	125	2.10	1144	0.6	95	1.90	778	1.8	—	—	—	—	—	—	—	—
					30	MPH	140	0.70	532	0.9	40	0.70	286	1.2	—	—	—	—	—	—	—	—
					IDLE	(D)	210	0.22	327	2.1	50	0.03	266	1.6	—	—	—	—	—	—	—	—
					IDLE	(N)	195	0.35	71	1.5	45	0.05	76	1.7	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	160	2.50	1003	0.5	140	2.40	829	0.2	—	—	—	—	—	—	—	—
					30	MPH	90	0.58	491	2.4	30	0.05	389	0.3	—	—	—	—	—	—	—	—
					IDLE	(D)	160	0.25	307	5.0	30	0.03	348	0.7	—	—	—	—	—	—	—	—
					IDLE	(N)	115	0.32	68	5.4	20	0.03	87	1.5	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	120	3.10	849	0.7	110	2.70	767	0.2	—	—	—	—	—	—	—	—
					30	MPH	100	0.75	532	0.8	30	0.12	239	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	170	0.28	348	4.8	35	0.03	378	0.9	—	—	—	—	—	—	—	—
					IDLE	(N)	125	0.25	67	5.2	30	0.07	75	0.9	—	—	—	—	—	—	—	—
258	1975	CHEV	CAPR	350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				—	—	N/A	—	—	—	N/A	—
			BEFORE MTCE		50	MPH	35	0.45	1045	2.3	15	0.05	491	0.2	—	—	—	—	—	—	—	—
					30	MPH	40	0.15	409	3.1	10	0.05	327	0.4	—	—	—	—	—	—	—	—
					IDLE	(D)	90	1.20	82	4.6	90	1.75	72	0.9	—	—	—	—	—	—	—	—
					IDLE	(N)	80	1.25	44	4.3	80	1.50	30	0.7	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	30	0.42	1045	2.4	10	0.12	348	0.2	—	—	—	—	—	—	—	—
					30	MPH	40	0.18	430	3.3	10	0.05	450	0.7	—	—	—	—	—	—	—	—
					IDLE	(D)	90	1.50	82	4.6	90	1.80	70	0.8	—	—	—	—	—	—	—	—
					IDLE	(N)	90	1.40	43	4.3	100	1.60	30	0.7	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	20	0.38	982	1.6	5	0.08	389	0.3	—	—	—	—	—	—	—	—
					30	MPH	25	0.35	348	2.1	5	0.20	176	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	50	0.65	189	3.5	50	0.65	146	0.3	—	—	—	—	—	—	—	—
					IDLE	(N)	30	0.40	61	3.5	30	0.40	45	0.2	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	25	0.40	982	1.5	5	0.20	327	0.2	—	—	—	—	—	—	—	—
					30	MPH	30	0.45	327	1.9	15	0.40	151	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	50	0.50	189	3.8	50	0.55	181	0.3	—	—	—	—	—	—	—	—
					IDLE	(N)	40	0.53	62	3.4	40	0.50	50	0.2	—	—	—	—	—	—	—	—
260	1975	CH3V	IMPA	350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				—	—	N/A	—	—	—	N/A	—
			BEFORE MTCE		50	MPH	10	0.31	696	3.2	15	0.37	737	0.3	—	—	—	—	—	—	—	—
					30	MPH	20	0.09	307	4.3	10	0.02	368	1.0	—	—	—	—	—	—	—	—
					IDLE	(D)	50	0.84	50	5.1	60	1.10	62	0.4	—	—	—	—	—	—	—	—
					IDLE	(N)	50	0.70	36	4.8	70	0.80	38	0.2	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	10	0.35	655	3.2	15	0.48	696	0.3	—	—	—	—	—	—	—	—
					30	MPH	15	0.14	286	4.1	10	0.02	348	0.6	—	—	—	—	—	—	—	—
					IDLE	(D)	50	0.88	46	5.0	50	1.10	52	0.4	—	—	—	—	—	—	—	—
					IDLE	(N)	60	0.75	36	4.9	45	0.80	32	0.2	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	65	1.60	871	1.8	25	0.85	821	0.2	—	—	—	—	—	—	—	—
					30	MPH	50	0.70	296	2.8	25	0.20	307	0.4	—	—	—	—	—	—	—	—
					IDLE	(D)	95	0.13	116	5.8	20	0.03	151	2.2	—	—	—	—	—	—	—	—
					IDLE	(N)	220	0.25	31	5.7	35	0.02	54	2.1	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	60	1.70	870	1.8	50	1.50	921	0.2	—	—	—	—	—	—	—	—
					30	MPH	80	0.90	307	2.7	35	0.28	239	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	110	0.12	111	6.0	30	0.03	138	1.1	—	—	—	—	—	—	—	—
					IDLE	(N)	260	0.29	32	5.9	50	0.03	51	2.7	—	—	—	—	—	—	—	—
261	1975	CHEV	IMPA	350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				—	—	N/A	—	—	—	N/A	—
			BEFORE MTCE		50	MPH	85	2.00	972	1.4	50	1.50	1003	0.5	—	—	—	—	—	—	—	—
					30	MPH	85	0.80	430	2.5	65	1.00	460	0.7	—	—	—	—	—	—	—	—
					IDLE	(D)	190	4.60	44	7.6	245	6.00	30	3.5	—	—	—	—	—	—	—	—
					IDLE	(N)	210	4.80	38	6.3	270	6.30	22	3.2	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	85	2.20	900	1.4	85	2.40	880	0.4	—	—	—	—	—	—	—	—
					30	MPH	110	1.50	430	2.2	110	1.70	409	0.6	—	—	—	—	—	—	—	—
					IDLE	(D)	230	6.50	36	7.6	250	6.20	27	3.6	—	—	—	—	—	—	—	—
					IDLE	(N)	250	5.60	32	5.9	270	6.30	22	3.3	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	100	2.60	880	1.2	75	2.40	921	0.2	—	—	—	—	—	—	—	—
					30	MPH	105	1.10	430	2.4	70	0.90	409	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	150	1.30	111	8.6	35	0.05	85	0.3	—	—	—	—	—	—	—	—
					IDLE	(N)	325	1.05	42	8.0	55	0.04	72	0.7	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	95	2.60	819	1.2	85	2.70	798	0.1	—	—	—	—	—	—	—	—
					30	MPH	130	1.00	430	2.3	105	1.45	368	0.0	—	—	—	—	—	—	—	—
					IDLE	(D)	195	1.10	116	8.8	45	0.04	237	0.7	—	—	—	—	—	—	—	—
					IDLE	(N)	435	1.00	38	8.1	130	0.03	70	1.2	—	—	—	—	—	—	—	—

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - $, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	--- H.P. -- 30MPH	50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
262	1975	CHEV	IMPA	350	(15)	(31)	- RIGHT		EXHAUST -		- RT	AFTER	CONV	--			N/A				N/A	
			BEFORE MTCE		50	MPH	40	0.45	1443	1.4	17	0.05	1343	0.8	--	--	--	--	--	--	--	--
					30	MPH	65	0.39	624	1.3	25	0.04	552	0.6	--	--	--	--	--	--	--	--
					IDLE	(D)	270	5.30	63	0.4	265	4.60	26	0.4	--	--	--	--	--	--	--	--
					IDLE	(N)	271	4.00	45	0.5	270	3.80	20	0.3	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	40	0.35	1567	1.3	15	0.04	1393	0.8	--	--	--	--	--	--	--	--
					30	MPH	60	0.50	604	1.3	17	0.04	552	0.4	--	--	--	--	--	--	--	--
					IDLE	(D)	280	4.70	65	0.4	280	4.70	26	0.4	--	--	--	--	--	--	--	--
					IDLE	(N)	290	4.30	43	0.5	275	3.70	20	0.3	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	79	1.70	747	1.0	50	1.45	706	0.3	--	--	--	--	--	--	--	--
					30	MPH	85	1.55	286	1.1	80	1.60	266	0.3	--	--	--	--	--	--	--	--
					IDLE	(D)	130	0.90	166	1.6	30	0.03	141	0.7	--	--	--	--	--	--	--	--
					IDLE	(N)	120	0.75	53	1.8	25	0.03	62	0.9	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	75	2.20	757	0.8	70	2.20	757	0.2	--	--	--	--	--	--	--	--
					30	MPH	90	2.40	307	0.9	100	2.00	266	0.2	--	--	--	--	--	--	--	--
					IDLE	(D)	140	0.80	176	1.3	25	0.10	126	0.4	--	--	--	--	--	--	--	--
					IDLE	(N)	115	0.80	59	1.6	20	0.05	50	0.0	--	--	--	--	--	--	--	--
263	1975	CHEV	CAPR	400	(15)	(31)	- RIGHT		EXHAUST -		- RT	AFTER	CONV	--			N/A				N/A	
			BEFORE MTCE		50	MPH	40	0.70	1070	5.0	15	0.05	1194	2.3	--	--	--	--	--	--	--	--
					30	MPH	35	1.00	532	5.7	15	0.05	614	3.2	--	--	--	--	--	--	--	--
					IDLE	(D)	60	0.20	126	6.5	20	0.05	121	5.6	--	--	--	--	--	--	--	--
					IDLE	(N)	50	0.15	40	7.1	15	0.05	43	7.1	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	55	1.60	767	5.3	25	0.05	1003	2.2	--	--	--	--	--	--	--	--
					30	MPH	50	1.30	430	5.9	25	0.05	470	3.4	--	--	--	--	--	--	--	--
					IDLE	(D)	70	0.20	116	7.3	20	0.05	111	6.5	--	--	--	--	--	--	--	--
					IDLE	(N)	70	0.15	38	7.9	25	0.05	44	7.8	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	30	0.75	1045	2.7	15	0.04	1045	2.8	--	--	--	--	--	--	--	--
					30	MPH	30	0.14	655	5.9	20	0.04	747	3.9	--	--	--	--	--	--	--	--
					IDLE	(D)	55	0.12	126	8.5	20	0.03	121	6.3	--	--	--	--	--	--	--	--
					IDLE	(N)	50	0.13	39	8.8	20	0.03	50	7.6	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	35	0.95	1095	2.9	20	0.04	1095	2.5	--	--	--	--	--	--	--	--
					30	MPH	25	0.16	747	5.7	20	0.03	829	3.8	--	--	--	--	--	--	--	--
					IDLE	(D)	60	0.10	113	8.7	20	0.04	118	6.4	--	--	--	--	--	--	--	--
					IDLE	(N)	50	0.13	39	8.7	20	0.03	50	7.5	--	--	--	--	--	--	--	--
264	1975	CHEV	IMPA	400	(18)	(36)	- RIGHT		EXHAUST -		- RT	AFTER	CONV	--			N/A				N/A	
			BEFORE MTCE		50	MPH	50	1.20	706	4.9	20	0.05	798	1.8	--	--	--	--	--	--	--	--
					30	MPH	55	0.80	368	6.0	25	0.05	470	2.7	--	--	--	--	--	--	--	--
					IDLE	(D)	220	5.00	26	8.1	40	0.05	44	2.1	--	--	--	--	--	--	--	--
					IDLE	(N)	220	4.20	21	9.1	35	0.05	34	3.8	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	55	1.30	716	4.8	30	0.10	839	1.8	--	--	--	--	--	--	--	--
					30	MPH	70	1.10	409	5.8	35	0.05	491	2.5	--	--	--	--	--	--	--	--
					IDLE	(D)	240	4.70	30	8.0	40	0.05	46	2.6	--	--	--	--	--	--	--	--
					IDLE	(N)	220	4.50	22	8.2	45	0.05	36	3.6	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	30	0.70	757	4.8	10	0.05	890	2.6	--	--	--	--	--	--	--	--
					30	MPH	30	0.25	470	5.9	15	0.01	552	3.6	--	--	--	--	--	--	--	--
					IDLE	(D)	110	0.50	85	7.9	30	0.01	97	6.8	--	--	--	--	--	--	--	--
					IDLE	(N)	70	0.15	32	8.5	25	0.01	40	7.3	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	30	1.00	819	4.2	20	0.03	931	2.2	--	--	--	--	--	--	--	--
					30	MPH	50	0.50	491	5.3	25	0.02	624	3.3	--	--	--	--	--	--	--	--
					IDLE	(D)	110	0.30	103	7.8	30	0.02	113	6.6	--	--	--	--	--	--	--	--
					IDLE	(N)	60	0.15	34	8.7	25	0.02	45	7.7	--	--	--	--	--	--	--	--
266	1975	CHEV	CAPR	454	(15)	(31)	- RIGHT		EXHAUST -		- RT	AFTER	CONV	--			N/A				N/A	
			BEFORE MTCE		50	MPH	20	0.90	747	2.9	10	0.04	829	2.7	--	--	--	--	--	--	--	--
					30	MPH	45	0.50	327	4.4	20	0.04	286	3.6	--	--	--	--	--	--	--	--
					IDLE	(D)	70	2.10	45	4.0	30	0.05	54	3.7	--	--	--	--	--	--	--	--
					IDLE	(N)	40	1.10	32	3.9	20	0.04	42	4.1	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	30	0.95	890	2.8	10	0.03	962	2.6	--	--	--	--	--	--	--	--
					30	MPH	50	0.85	358	4.0	20	0.04	368	3.8	--	--	--	--	--	--	--	--
					IDLE	(D)	65	1.60	52	4.4	30	0.04	58	3.7	--	--	--	--	--	--	--	--
					IDLE	(N)	40	0.95	34	4.2	25	0.04	45	4.4	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	25	1.10	757	3.2	10	0.05	819	2.2	--	--	--	--	--	--	--	--
					30	MPH	40	0.70	368	3.3	15	0.05	389	3.0	--	--	--	--	--	--	--	--
					IDLE	(D)	40	2.00	42	3.8	25	0.05	58	3.2	--	--	--	--	--	--	--	--
					IDLE	(N)	30	1.00	29	4.0	15	0.05	46	3.8	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	25	1.30	706	2.5	15	0.05	839	2.0	--	--	--	--	--	--	--	--
					30	MPH	50	1.00	419	3.4	20	0.05	419	3.0	--	--	--	--	--	--	--	--
					IDLE	(D)	60	1.60	48	4.4	30	0.05	62	3.1	--	--	--	--	--	--	--	--
					IDLE	(N)	35	1.00	32	4.2	20	0.05	49	3.7	--	--	--	--	--	--	--	--
267	1975	CHRY	CORD	360	(15)	(31)	- RIGHT		EXHAUST -		- RT	AFTER	CONV	--			N/A				N/A	
			BEFORE MTCE		50	MPH	110	3.40	614	5.4	150	4.80	819	0.4	--	--	--	--	--	--	--	--
					30	MPH	130	2.20	839	5.6	170	3.40	1244	0.3	--	--	--	--	--	--	--	--
					IDLE	(D)	140	3.40	55	5.6	200	5.20	65	0.5	--	--	--	--	--	--	--	--
					IDLE	(N)	150	4.00	42	5.4	190	5.80	56	0.5	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	120	3.50	593	5.1	160	5.00	778	0.2	--	--	--	--	--	--	--	--
					30	MPH	125	2.10	819	5.6	170	3.10	1343	0.2	--	--	--	--	--	--	--	--
					IDLE	(D)	150	3.50	56	5.7	190	4.40	70	0.5	--	--	--	--	--	--	--	--
					IDLE	(N)	160	4.60	44	5.5	180	5.00	60	0.4	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	125	3.80	839	2.8	125	4.60	941	0.5	--	--	--	--	--	--	--	--
					30	MPH	125	2.00	1343	3.2	130	2.90	1443	0.4	--	--	--	--	--	--	--	--
					IDLE	(D)	130	0.60	84	3.4	135	1.30	35	0.5	--	--	--	--	--	--	--	--
					IDLE	(N)	120	1.40	50	3.2	95	0.70	41	0.8	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	130	4.00	675	2.6	150	4.50	921	0.3	--	--	--	--	--	--	--	--
					30	MPH	130	2.20	1244	3.2	160	3.00	1343	0.3	--	--	--	--	--	--	--	--
					IDLE	(D)	120	0.90	95	3.5	145	1.10	50	0.0	--	--	--	--	--	--	--	--
					IDLE	(N)	105	1.20	52	3.2	85	0.65	44	0.6	--	--	--	--	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
					30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
268	1975	CHRY	IMPE	440	(18)	(36)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50	MPH	1490	3.60	634	3.9	710	4.00	75	0.7	--	--	---	--	--	--	---	--
					30	MPH	1500	0.90	829	4.5	290	0.23	430	0.7	--	--	---	--	--	--	---	--
					IDLE	(D)	2000	5.90	46	4.6	1920	5.20	9	1.3	--	--	---	--	--	--	---	--
					IDLE	(N)	2000	6.00	32	4.4	1990	4.80	11	1.4	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	1650	4.20	583	3.3	750	3.60	327	0.6	--	--	---	--	--	--	---	--
					30	MPH	1720	0.90	995	3.9	300	0.30	430	0.7	--	--	---	--	--	--	---	--
					IDLE	(D)	2000	6.50	46	4.0	2000	5.40	8	1.2	--	--	---	--	--	--	---	--
					IDLE	(N)	2000	6.10	34	3.8	2000	5.00	15	1.4	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	280	3.30	726	4.0	60	3.00	583	0.8	--	--	---	--	--	--	---	--
					30	MPH	310	2.10	614	4.2	60	1.20	573	1.0	--	--	---	--	--	--	---	--
					IDLE	(D)	205	1.90	55	4.3	60	0.80	58	2.4	--	--	---	--	--	--	---	--
					IDLE	(N)	180	1.70	35	4.4	50	0.50	29	2.4	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	300	3.40	614	4.0	60	3.20	532	0.8	--	--	---	--	--	--	---	--
					30	MPH	290	2.40	614	4.0	65	1.50	604	1.0	--	--	---	--	--	--	---	--
					IDLE	(D)	220	2.00	65	4.1	60	0.99	62	2.4	--	--	---	--	--	--	---	--
					IDLE	(N)	200	1.90	40	4.4	55	0.80	34	2.4	--	--	---	--	--	--	---	--
270	1975	DODG	DART	318	(12)	(26)	N/A				N/A				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	135	0.68	1617	5.2	105	0.90	1219	4.3
					30	MPH	--	--	---	--	--	--	---	--	155	1.15	880	5.9	195	1.20	982	4.4
					IDLE	(D)	--	--	---	--	--	--	---	--	205	3.00	64	7.0	290	1.80	56	4.6
					IDLE	(N)	--	--	---	--	--	--	---	--	200	2.70	42	7.0	220	3.10	46	4.8
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	150	1.15	1418	4.3	140	1.15	1244	3.9
					30	MPH	--	--	---	--	--	--	---	--	165	1.05	389	5.2	185	0.95	1003	4.1
					IDLE	(D)	--	--	---	--	--	--	---	--	195	2.50	74	6.7	400	2.20	67	4.3
					IDLE	(N)	--	--	---	--	--	--	---	--	200	2.90	44	5.4	225	3.10	45	4.3
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	130	0.60	1617	4.3	45	0.38	900	4.5
					30	MPH	--	--	---	--	--	--	---	--	140	0.50	1119	5.1	20	0.05	227	3.4
					IDLE	(D)	--	--	---	--	--	--	---	--	155	1.50	70	6.9	170	1.30	45	9.8
					IDLE	(N)	--	--	---	--	--	--	---	--	115	1.30	35	9.0	140	1.30	44	5.3
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	120	0.45	1791	4.9	25	0.15	1493	4.3
					30	MPH	--	--	---	--	--	--	---	--	140	0.60	962	7.0	90	0.55	798	3.1
					IDLE	(D)	--	--	---	--	--	--	---	--	140	1.50	70	9.1	160	1.50	58	9.8
					IDLE	(N)	--	--	---	--	--	--	---	--	155	3.00	48	6.2	155	1.90	38	7.8
272	1975	DODG	CHAR	360	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50	MPH	170	4.30	970	0.5	185	5.10	747	0.3	--	--	---	--	--	--	---	--
					30	MPH	220	3.40	1194	0.4	240	3.80	1144	0.2	--	--	---	--	--	--	---	--
					IDLE	(D)	240	4.20	128	0.6	250	5.40	103	0.4	--	--	---	--	--	--	---	--
					IDLE	(N)	210	4.60	59	0.5	235	5.40	56	0.3	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	160	4.20	1443	0.5	170	4.00	839	0.2	--	--	---	--	--	--	---	--
					30	MPH	200	2.90	1468	0.6	220	3.00	1343	0.3	--	--	---	--	--	--	---	--
					IDLE	(D)	220	4.20	128	0.5	230	3.70	113	0.4	--	--	---	--	--	--	---	--
					IDLE	(N)	185	4.30	65	0.5	175	4.00	65	0.7	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	130	3.30	911	0.6	140	3.50	900	0.9	--	--	---	--	--	--	---	--
					30	MPH	150	3.10	1095	0.4	195	2.70	1194	0.8	--	--	---	--	--	--	---	--
					IDLE	(D)	170	3.00	103	1.3	175	2.80	64	1.0	--	--	---	--	--	--	---	--
					IDLE	(N)	130	2.90	56	1.3	110	1.90	36	0.8	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	130	3.70	931	0.6	145	3.80	849	0.7	--	--	---	--	--	--	---	--
					30	MPH	160	3.00	1294	0.4	195	2.70	1443	0.7	--	--	---	--	--	--	---	--
					IDLE	(D)	170	3.00	126	1.4	170	2.40	69	0.9	--	--	---	--	--	--	---	--
					IDLE	(N)	130	3.10	62	1.2	115	2.30	42	0.8	--	--	---	--	--	--	---	--
273	1975	DODG	MONA	400	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50	MPH	80	3.30	696	0.4	85	3.40	655	0.2	--	--	---	--	--	--	---	--
					30	MPH	100	2.50	460	0.3	100	2.40	604	0.2	--	--	---	--	--	--	---	--
					IDLE	(D)	230	7.90	48	0.2	250	8.00	44	0.4	--	--	---	--	--	--	---	--
					IDLE	(N)	350	8.40	34	0.4	390	8.30	33	0.3	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	90	3.50	552	0.2	80	3.40	532	0.2	--	--	---	--	--	--	---	--
					30	MPH	105	2.90	419	0.3	100	2.90	460	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	265	8.30	42	0.2	305	8.40	38	0.4	--	--	---	--	--	--	---	--
					IDLE	(N)	410	8.70	31	0.4	425	8.40	33	0.3	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	65	2.10	1194	0.4	50	2.10	1119	0.1	--	--	---	--	--	--	---	--
					30	MPH	80	1.25	1095	0.5	50	1.00	931	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	95	0.90	96	1.0	35	0.02	92	0.6	--	--	---	--	--	--	---	--
					IDLE	(N)	115	1.50	56	1.1	25	0.05	34	0.3	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	55	2.30	1119	0.4	50	2.40	1045	0.1	--	--	---	--	--	--	---	--
					30	MPH	70	1.30	1095	0.5	50	1.10	995	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	90	1.00	90	1.2	25	0.02	85	0.4	--	--	---	--	--	--	---	--
					IDLE	(N)	105	1.70	58	1.0	50	0.50	36	0.2	--	--	---	--	--	--	---	--
275	1975	FORD	MUST	140	(12)	(26)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	40	2.30	941	4.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	100	0.35	860	5.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	100	1.25	66	7.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	70	0.43	39	8.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	40	1.25	1244	4.2	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	85	0.32	849	5.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	90	1.30	69	7.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	60	0.42	41	8.5	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	25	1.70	706	3.1	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	70	0.50	860	4.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	60	0.90	84	6.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	45	0.45	49	7.6	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	15	1.10	798	2.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	50	0.45	911	4.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	45	0.90	85	6.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	40	0.45	50	7.6	--	--	---	--	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					--- H.P. --		--------- RIGHT EXHAUST SYSTEM ---------								--------- LEFT EXHAUST SYSTEM ---------							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
277	1975	FORD	MUST	171	(12)	(26)	- RIGHT EXHAUST -				- RT AFTER CONV --				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	150	3.20	1194	4.1	60	0.28	1592	4.0	140	2.60	1493	4.4	45	0.20	921	1.5
					30	MPH	230	4.30	460	5.0	40	0.08	542	3.4	215	4.40	460	4.8	30	0.08	563	2.0
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	140	3.10	11	6.0	40	0.05	34	7.2	130	2.30	18	7.3	55	0.05	41	4.8
			REPLICATE		50	MPH	200	3.60	1095	4.2	40	0.11	1269	3.7	160	2.70	1418	4.5	40	0.12	900	1.5
					30	MPH	300	4.50	447	5.0	40	0.10	337	2.9	280	5.00	563	4.9	40	0.20	409	1.0
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	160	3.00	13	5.8	20	0.04	39	6.2	150	2.60	16	7.2	20	0.03	41	3.3
			AFTER MTCE		50	MPH	110	2.00	1169	4.3	70	0.30	1343	3.4	120	3.60	778	4.0	35	0.15	552	1.2
					30	MPH	150	4.20	450	4.8	50	0.10	450	2.5	160	4.80	348	4.6	45	0.15	184	1.2
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	80	0.90	36	9.0	40	0.05	52	9.9	50	0.90	38	7.6	30	0.05	64	7.5
			REPLICATE		50	MPH	110	2.60	982	4.5	60	0.25	1194	2.8	115	4.20	624	3.8	20	0.40	409	0.7
					30	MPH	140	4.80	532	4.8	35	0.20	409	1.9	190	5.60	276	4.3	50	0.50	219	0.8
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	60	0.70	38	8.9	40	0.05	58	9.1	40	0.90	47	7.8	30	0.05	71	7.4
281	1975	FORD	GRAN	302	(12)	(26)	- RIGHT EXHAUST -				- RT AFTER CONV --				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	255	2.40	921	3.6	85	0.27	819	1.4	--	--	---	--	--	--	---	--
					30	MPH	420	3.60	573	4.1	90	0.07	716	1.4	--	--	---	--	--	--	---	--
					IDLE	(D)	1480	10.00	16	5.7	560	10.00	6	0.2	--	--	---	--	--	--	---	--
					IDLE	(N)	940	9.60	11	5.8	390	7.40	10	0.2	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	230	2.40	911	3.5	90	0.28	900	1.7	--	--	---	--	--	--	---	--
					30	MPH	370	3.20	675	4.2	100	1.80	624	1.5	--	--	---	--	--	--	---	--
					IDLE	(D)	1160	10.00	17	5.7	600	10.00	9	0.3	--	--	---	--	--	--	---	--
					IDLE	(N)	1440	9.60	13	6.5	530	8.40	12	0.2	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	145	1.55	563	3.3	50	0.20	511	1.8	--	--	---	--	--	--	---	--
					30	MPH	280	2.30	614	4.5	105	0.10	614	2.8	--	--	---	--	--	--	---	--
					IDLE	(D)	240	0.80	93	6.4	110	0.05	108	5.7	--	--	---	--	--	--	---	--
					IDLE	(N)	125	0.50	36	6.8	70	0.05	55	7.3	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	140	1.80	491	3.1	50	0.20	491	1.9	--	--	---	--	--	--	---	--
					30	MPH	270	1.90	409	4.5	80	0.10	614	2.9	--	--	---	--	--	--	---	--
					IDLE	(D)	225	0.80	111	6.1	95	0.05	121	6.1	--	--	---	--	--	--	---	--
					IDLE	(N)	90	0.50	36	6.8	80	0.03	57	6.9	--	--	---	--	--	--	---	--
282	1975	FORD	STAW	351	(15)	(31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	70	1.70	1013	3.1	40	0.90	890	2.9	50	1.40	941	3.6	25	0.20	819	2.4
					30	MPH	70	2.60	141	2.5	35	1.60	95	2.1	60	2.20	121	3.4	30	0.30	104	1.3
					IDLE	(D)	90	6.50	52	2.8	300	8.20	103	0.8	230	8.20	85	0.2	305	8.50	93	0.3
					IDLE	(N)	330	9.50	42	0.4	60	1.20	41	3.8	220	9.00	56	0.1	50	0.50	47	3.9
			REPLICATE		50	MPH	50	1.90	849	2.7	20	1.00	726	2.6	40	1.60	993	3.3	15	0.20	962	2.2
					30	MPH	70	3.40	131	2.3	150	6.00	128	0.1	50	2.60	133	2.4	150	6.00	103	0.9
					IDLE	(D)	325	8.00	73	0.3	480	9.00	65	0.7	260	9.50	70	0.1	420	9.80	81	0.3
					IDLE	(N)	470	10.00	56	0.3	225	2.20	46	4.3	240	2.80	32	4.9	210	0.20	58	3.6
			AFTER MTCE		50	MPH	40	3.00	614	2.5	10	1.50	491	1.2	20	2.50	593	2.4	10	3.00	614	1.4
					30	MPH	140	7.00	116	1.3	180	8.50	101	0.2	160	7.60	60	0.3	160	7.50	146	0.5
					IDLE	(D)	100	3.50	46	4.5	100	2.60	202	4.6	110	4.00	113	6.0	30	0.01	151	3.2
					IDLE	(N)	90	2.00	20	6.1	90	1.20	50	5.0	80	1.50	26	6.0	40	0.00	60	4.2
			REPLICATE		50	MPH	50	3.50	573	2.0	20	1.70	460	1.3	35	3.00	614	2.5	20	4.00	511	1.6
					30	MPH	120	7.90	121	1.6	200	9.00	138	0.7	140	8.00	20	0.6	150	8.70	151	0.5
					IDLE	(D)	90	3.00	50	5.0	120	2.40	176	4.5	90	4.50	98	6.3	25	0.01	151	3.5
					IDLE	(N)	80	2.20	10	6.5	100	1.40	42	5.5	70	1.30	40	6.2	42	0.00	75	4.8
284	1975	FORD	TORI	400	(15)	(31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	50	0.55	1343	4.2	40	0.45	1244	3.7	50	0.60	1343	4.1	30	0.12	1144	3.5
					30	MPH	45	1.50	181	3.3	40	0.80	224	3.2	50	1.30	224	4.0	30	0.08	229	3.6
					IDLE	(D)	85	2.70	70	3.7	70	2.10	75	2.1	60	2.20	56	3.1	30	0.03	80	4.0
					IDLE	(N)	45	1.60	30	5.9	40	1.00	42	4.5	40	1.30	23	6.2	25	0.02	50	4.8
			REPLICATE		50	MPH	50	0.70	1318	3.8	40	0.45	1269	3.8	55	0.65	1194	4.2	35	0.12	1269	3.7
					30	MPH	50	1.30	214	3.3	40	0.80	239	3.6	55	1.40	242	4.3	30	0.10	234	3.3
					IDLE	(D)	85	3.40	63	3.7	70	2.00	101	3.8	90	2.40	80	4.4	30	0.04	101	3.7
					IDLE	(N)	50	1.75	32	4.9	40	1.00	50	5.4	45	1.70	28	6.6	20	0.03	54	5.3
			AFTER MTCE		50	MPH	45	0.60	747	3.3	30	0.40	798	3.5	45	0.70	931	3.8	25	0.12	860	3.1
					30	MPH	35	1.20	149	2.9	30	0.80	191	3.0	40	1.10	189	3.5	25	0.10	207	2.6
					IDLE	(D)	80	2.20	70	3.7	50	1.60	101	3.5	65	2.10	80	2.9	30	0.06	85	3.2
					IDLE	(N)	40	1.70	37	4.4	35	1.10	55	5.2	30	1.00	25	5.0	20	0.05	60	5.3
			REPLICATE		50	MPH	35	0.90	634	2.7	25	0.60	634	2.8	45	1.30	870	3.4	20	0.20	665	2.5
					30	MPH	30	0.45	138	2.8	25	0.28	164	2.8	35	0.45	171	3.2	20	0.05	151	1.9
					IDLE	(D)	65	2.70	82	2.5	50	1.70	101	3.0	60	2.00	85	2.8	35	0.08	82	3.0
					IDLE	(N)	130	5.50	62	0.3	30	1.00	52	3.9	130	4.00	66	0.7	20	0.03	53	4.7
285	1975	FORD	LTD	351	(15)	(31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	80	2.00	1941	1.0	170	2.70	1592	0.3	140	2.30	1542	0.6	140	2.60	1592	0.3
					30	MPH	220	4.00	266	0.7	170	3.20	368	0.3	150	3.20	307	0.3	150	3.00	327	0.3
					IDLE	(D)	320	6.00	62	0.9	270	4.30	63	0.4	250	5.20	62	0.3	250	5.60	64	0.3
					IDLE	(N)	260	4.80	49	1.1	215	4.60	56	0.2	220	4.40	54	0.3	210	4.20	55	0.4
			REPLICATE		50	MPH	170	2.60	1692	0.8	180	4.00	1368	0.3	140	2.50	1493	0.4	150	2.80	1443	0.3
					30	MPH	220	4.80	217	0.6	220	6.80	121	0.2	180	5.00	191	0.2	170	6.00	156	0.1
					IDLE	(D)	440	10.00	32	1.0	450	10.00	36	0.4	360	9.20	36	0.3	400	10.00	40	0.4
					IDLE	(N)	580	9.80	26	0.9	550	10.00	22	0.6	600	10.00	28	0.4	620	10.00	30	0.4
			AFTER MTCE		50	MPH	140	3.90	796	0.7	120	3.00	900	2.9	130	4.40	706	0.3	125	4.30	614	0.3
					30	MPH	200	6.40	116	0.7	160	5.90	123	2.8	180	7.10	116	0.3	180	7.30	121	0.4
					IDLE	(D)	340	9.80	38	1.0	320	9.50	30	2.8	380	10.00	34	0.4	370	10.00	52	0.6
					IDLE	(N)	360	9.50	35	0.9	375	9.50	30	2.9	300	10.00	40	0.5	250	9.50	40	0.6
			REPLICATE		50	MPH	85	2.70	880	3.2	50	1.30	767	5.0	45	1.70	604	2.6	25	0.60	675	2.2
					30	MPH	220	4.80	181	0.7	160	4.50	136	2.9	175	6.00	128	0.7	175	6.20	101	0.5
					IDLE	(D)	300	8.50	30	1.0	310	8.40	20	2.8	290	9.00	36	0.4	320	9.00	32	0.6
					IDLE	(N)	320	8.80	34	1.1	245	7.00	26	2.7	350	9.40	30	0.5	340	8.60	32	0.7

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL CID	--- H.P. --- 30MPH 50MPH	RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
					HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
286	1975	FORD	ELIT 351	(15) (31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50 MPH	120	4.20	593	0.6	140	4.60	583	0.3	135	5.00	552	0.3	140	1.35	532	0.1
				30 MPH	160	4.20	327	0.7	160	4.30	327	0.2	160	4.20	327	0.4	155	4.10	327	0.2
				IDLE (D)	190	2.00	136	1.6	190	2.40	146	0.5	185	2.90	126	1.2	180	2.30	131	0.8
				IDLE (N)	140	1.90	64	1.7	125	1.60	69	0.6	105	1.40	64	1.2	90	1.40	50	1.1
			REPLICATE	50 MPH	115	4.20	511	0.5	130	4.40	532	0.2	125	4.60	542	0.3	125	4.60	511	0.1
				30 MPH	135	3.60	337	0.7	135	3.40	358	0.2	140	4.00	348	0.4	135	3.80	368	0.2
				IDLE (D)	150	1.50	181	1.6	155	2.60	138	0.5	140	2.60	161	1.2	120	1.50	116	0.7
				IDLE (N)	100	2.20	72	1.4	120	1.50	72	0.6	100	1.25	70	1.2	80	0.90	44	1.5
			AFTER MTCE	50 MPH	30	2.05	501	2.2	20	1.20	419	1.0	50	3.50	440	2.3	10	0.50	419	0.7
				30 MPH	30	1.90	337	2.9	110	4.50	224	0.2	65	3.00	255	3.6	15	0.10	296	1.6
				IDLE (D)	120	1.50	181	1.7	120	0.50	202	5.5	100	2.00	121	1.[illegible]	130	2.20	141	1.1
				IDLE (N)	40	0.35	51	7.6	25	0.18	72	6.8	45	0.30	51	6.6	40	0.03	64	6.5
			REPLICATE	50 MPH	30	2.10	491	2.0	20	1.20	389	1.0	55	3.60	103	2.3	15	0.50	389	0.6
				30 MPH	120	4.60	229	0.7	140	4.60	227	0.2	135	4.90	214	0.3	125	4.80	209	0.3
				IDLE (D)	150	2.50	146	1.4	60	0.30	191	5.1	70	1.30	133	5.6	50	0.05	179	5.0
				IDLE (N)	40	0.45	56	7.4	35	0.15	77	6.7	40	0.40	51	6.5	25	0.04	65	6.5
287	1975	FORD	LTD 351	(15) (31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50 MPH	55	1.50	1119	3.9	45	0.90	1045	3.5	45	1.40	962	3.9	25	0.20	982	3.4
				30 MPH	45	1.90	131	5.6	40	1.20	164	2.9	40	1.80	146	3.3	40	1.50	151	3.0
				IDLE (D)	105	3.20	56	6.9	140	5.00	80	0.4	170	4.50	75	0.2	150	5.00	80	0.2
				IDLE (N)	95	4.00	40	6.8	155	4.60	62	0.3	130	4.30	58	0.2	150	4.10	60	0.2
			REPLICATE	50 MPH	55	1.80	1095	3.2	40	1.10	1070	3.1	40	1.60	995	3.4	30	0.15	1070	3.0
				30 MPH	100	4.00	149	3.7	110	4.20	194	0.2	115	5.20	176	0.3	130	5.00	189	0.3
				IDLE (D)	110	5.00	48	6.8	175	5.50	88	0.8	155	5.00	85	0.2	200	5.00	85	0.2
				IDLE (N)	120	5.00	42	6.8	130	4.20	66	0.3	180	6.00	65	0.2	150	5.80	69	0.5
			AFTER MTCE	50 MPH	55	1.50	1020	2.9	40	.80	839	4.1	45	1.10	849	3.1	30	0.15	839	2.8
				30 MPH	120	3.80	159	0.8	100	3.20	161	1.4	110	3.50	156	0.2	105	3.60	166	0.7
				IDLE (D)	155	4.00	80	1.3	160	4.40	70	1.6	170	5.40	71	0.2	155	4.60	62	2.1
				IDLE (N)	130	4.80	56	1.2	125	4.30	55	1.6	130	4.60	59	0.2	120	4.40	51	2.0
			REPLICATE	50 MPH	45	1.60	962	2.9	30	0.80	819	4.0	30	1.10	839	3.0	20	0.15	880	2.8
				30 MPH	90	3.00	199	1.0	95	4.10	131	1.7	100	3.50	176	0.1	100	3.20	202	0.9
				IDLE (D)	170	3.20	88	1.2	140	5.80	65	1.6	150	5.00	82	0.2	140	3.80	72	2.3
				IDLE (N)	120	3.60	56	1.2	125	4.00	58	1.6	110	4.80	65	0.2	100	4.00	56	2.1
288	1975	FORD	TORI 351	(15) (31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50 MPH	80	3.20	1244	1.0	75	3.00	1393	0.5	85	3.70	1095	0.5	110	3.60	1095	0.2
				30 MPH	130	5.10	232	0.9	135	5.10	239	0.3	130	5.00	227	1.1	140	4.80	232	0.8
				IDLE (D)	340	10.00	25	1.2	280	10.00	22	0.5	230	9.80	38	1.8	300	9.90	20	1.6
				IDLE (N)	320	10.00	25	1.3	320	9.80	33	0.5	300	10.00	28	1.9	280	9.80	32	1.5
			REPLICATE	50 MPH	120	4.40	941	0.7	100	3.60	1070	0.4	135	4.40	839	0.4	135	4.40	839	0.2
				30 MPH	165	7.20	146	0.5	170	6.80	176	0.2	160	6.30	146	0.9	160	6.20	181	0.7
				IDLE (D)	360	9.80	24	0.9	380	10.00	20	0.7	370	10.00	20	1.6	400	10.00	20	1.5
				IDLE (N)	350	10.00	15	0.9	380	9.60	22	0.4	400	10.00	12	1.7	340	10.00	30	1.5
			AFTER MTCE	50 MPH	120	2.60	1418	0.4	115	2.40	1393	0.3	100	3.00	1144	2.5	120	3.20	1318	0.2
				30 MPH	140	4.00	266	0.7	150	4.80	227	0.2	110	3.20	164	5.8	150	3.80	237	0.3
				IDLE (D)	170	2.40	121	1.1	160	3.00	123	0.4	100	1.20	70	7.9	150	3.00	111	0.9
				IDLE (N)	135	3.00	66	1.1	110	2.30	69	0.4	75	1.30	47	7.6	90	1.60	64	0.9
			REPLICATE	50 MPH	120	2.80	1368	0.6	115	2.70	1468	0.3	120	3.10	1194	2.1	130	4.00	1368	0.1
				30 MPH	150	4.80	239	0.7	150	3.80	286	0.2	115	3.50	217	5.9	140	4.60	327	0.3
				IDLE (D)	190	4.00	106	1.1	170	2.30	146	0.4	100	1.20	94	8.0	160	1.80	116	0.9
				IDLE (N)	160	3.20	70	1.1	125	2.00	73	0.4	110	2.50	46	7.7	125	1.50	62	0.8
289	1975	FORD	LTD 400	(15) (31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50 MPH	190	6.30	106	4.8	205	7.60	166	0.7	200	8.00	181	0.4	200	7.10	146	1.6
				30 MPH	205	6.80	62	4.8	195	8.80	83	0.6	215	8.40	81	0.3	195	7.60	74	1.6
				IDLE (D)	510	8.60	18	4.7	900	10.00	12	1.4	1100	10.00	10	0.7	650	7.60	10	0.9
				IDLE (N)	800	8.20	17	5.1	700	10.00	16	1.2	730	10.00	13	0.7	600	7.00	10	8.0
			REPLICATE	50 MPH	190	7.00	106	4.4	210	8.80	131	0.6	205	8.60	151	0.3	215	8.60	126	1.1
				30 MPH	210	6.30	61	4.5	195	8.90	77	0.5	230	9.20	81	0.2	215	9.00	70	1.1
				IDLE (D)	1000	9.30	15	4.8	1200	10.00	10	1.1	1450	10.00	10	1.0	900	7.70	8	8.6
				IDLE (N)	950	9.20	12	5.0	930	10.00	12	2.2	1050	10.00	10	0.9	720	8.50	6	7.1
			AFTER MTCE	50 MPH	65	2.20	171	6.1	25	1.40	227	1.4	60	2.00	286	2.2	20	0.40	176	3.3
				30 MPH	70	3.30	46	6.2	40	2.20	62	0.4	70	3.50	64	1.3	35	2.00	54	2.8
				IDLE (D)	80	1.50	36	7.1	60	1.00	72	4.0	100	1.50	72	5.3	40	0.05	57	11.4
				IDLE (N)	100	0.50	22	10.0	70	0.20	50	6.4	100	0.50	24	7.7	30	0.05	30	11.4
			REPLICATE	50 MPH	60	2.20	171	6.4	25	1.60	222	1.8	60	2.20	286	2.3	15	0.40	186	3.8
				30 MPH	70	1.00	43	6.2	50	2.30	54	0.4	50	3.50	64	1.2	30	2.00	55	3.0
				IDLE (D)	80	0.70	44	8.1	70	0.75	84	4.5	120	1.00	60	5.7	10	0.05	46	8.5
				IDLE (N)	80	0.50	50	10.1	150	0.40	50	6.3	90	0.40	20	7.2	40	0.05	32	11.0
290	1975	FORD	LTD 400	(15) (31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50 MPH	30	1.40	501	2.4	25	1.00	491	3.1	40	1.60	460	2.8	20	0.80	470	2.1
				30 MPH	45	2.60	92	1.8	30	1.60	90	2.3	60	2.30	84	1.9	30	1.10	86	1.4
				IDLE (D)	100	3.00	35	4.1	80	1.80	44	4.5	100	2.80	31	4.0	40	0.10	47	2.5
				IDLE (N)	85	2.20	20	4.4	60	1.10	36	4.6	65	1.60	19	5.1	40	0.10	38	4.0
			REPLICATE	50 MPH	30	1.40	389	2.2	25	1.10	389	2.5	40	1.90	532	2.6	20	0.90	389	2.2
				30 MPH	60	3.20	78	1.5	40	2.20	70	1.5	65	2.80	80	1.7	30	1.50	73	1.2
				IDLE (D)	105	3.60	28	3.7	90	2.20	32	1.8	90	2.90	31	2.8	45	0.50	39	1.5
				IDLE (N)	105	2.60	20	3.7	60	1.20	36	4.4	65	1.50	19	4.0	45	0.10	37	2.8
			AFTER MTCE	50 MPH	10	1.95	179	0.7	15	2.00	138	0.2	20	2.50	204	1.0	10	1.20	156	0.2
				30 MPH	25	3.50	92	0.6	20	2.10	85	0.2	30	3.00	106	1.1	15	1.20	92	0.4
				IDLE (D)	30	2.10	63	1.4	30	0.75	60	0.6	40	2.90	64	1.6	30	0.55	58	0.6
				IDLE (N)	30	2.30	46	1.8	20	1.75	45	1.3	30	2.40	47	2.4	20	0.65	45	2.5
			REPLICATE	50 MPH	10	2.00	202	0.8	10	0.80	196	0.6	20	2.60	266	1.5	10	0.85	222	0.5
				30 MPH	20	3.20	98	0.5	10	1.80	86	0.4	20	3.00	113	1.1	10	1.30	88	0.5
				IDLE (D)	25	2.00	66	1.9	30	2.80	60	0.5	40	3.80	60	1.3	30	2.70	60	0.9
				IDLE (N)	30	2.40	40	1.4	15	1.60	48	1.4	25	2.10	60	1.9	10	0.40	60	1.8

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL CID	H.P. 30MPH	H.P. 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
293	1975	FORD	LTD 460	(15)	(31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50	MPH	55	1.45	972	2.5	40	1.15	819	3.7	85	1.50	655	4.2	45	0.11	747	1.1
				30	MPH	90	2.90	161	2.6	70	2.10	179	3.9	120	2.60	156	4.6	35	0.09	171	0.4
				IDLE	(D)	170	5.60	26	1.5	185	6.30	29	2.3	240	6.70	19	5.7	230	8.80	22	0.3
				IDLE	(N)	110	3.90	26	1.4	90	4.10	25	2.2	100	4.10	15	5.0	110	6.00	25	0.1
			REPLICATE	50	MPH	40	1.30	972	2.7	30	1.05	941	4.0	70	1.20	778	4.8	35	0.08	941	1.3
				30	MPH	85	2.90	141	2.5	50	2.20	159	3.8	125	2.70	151	4.6	30	0.20	123	0.2
				IDLE	(D)	440	10.00	20	0.7	425	10.00	19	1.8	270	7.60	18	5.9	250	9.60	18	0.0
				IDLE	(N)	560	10.00	17	0.8	490	10.00	18	1.9	395	9.10	13	4.7	500	10.00	17	0.1
			AFTER MTCE	50	MPH	155	4.60	767	0.3	195	5.10	573	0.1	195	4.70	378	2.3	220	5.60	440	0.1
				30	MPH	205	6.60	136	0.3	220	6.70	123	0.1	205	5.50	106	2.4	230	6.40	133	0.1
				IDLE	(D)	270	6.90	72	0.3	100	3.00	58	0.9	105	3.40	32	4.2	80	3.00	57	0.0
				IDLE	(N)	60	2.25	28	2.2	30	1.00	45	1.6	30	1.70	29	4.0	15	0.05	52	0.7
			REPLICATE	50	MPH	170	5.20	563	0.3	200	5.20	481	0.1	205	4.60	358	2.3	235	6.00	409	0.0
				30	MPH	210	6.90	121	0.3	235	6.90	116	0.1	225	5.80	103	2.3	260	6.80	118	0.0
				IDLE	(D)	280	7.20	58	0.3	300	7.80	64	0.3	270	6.40	48	3.7	120	3.30	143	0.1
				IDLE	(N)	65	2.25	28	2.1	35	0.90	44	1.4	35	1.80	27	4.0	20	0.05	51	0.3
294	1975	LINC	CONT 460	(18)	(36)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50	MPH	20	1.05	655	2.0	20	1.50	552	1.0	40	2.10	552	1.6	20	1.20	430	0.8
				30	MPH	45	3.20	101	1.4	35	3.00	116	0.7	60	3.80	93	1.5	35	3.00	103	1.0
				IDLE	(D)	80	3.30	49	2.2	95	3.80	59	1.3	100	3.80	54	1.2	55	2.60	45	1.4
				IDLE	(N)	70	2.30	28	2.8	50	2.30	45	2.7	40	2.10	36	1.8	25	0.25	42	2.7
			REPLICATE	50	MPH	20	1.55	542	2.0	20	1.60	511	1.4	35	2.50	532	1.9	10	1.10	409	1.1
				30	MPH	30	2.90	116	1.7	25	2.70	128	0.9	50	3.40	116	1.5	20	2.10	108	1.1
				IDLE	(D)	70	3.00	52	2.6	80	3.20	62	1.8	70	3.50	57	1.3	40	2.40	55	1.4
				IDLE	(N)	55	2.30	28	3.3	40	2.10	48	2.9	25	1.70	41	1.7	10	0.10	48	2.6
			AFTER MTCE	50	MPH	20	0.80	757	2.6	15	0.70	665	1.5	30	1.30	696	2.3	15	0.15	685	1.3
				30	MPH	40	2.10	156	1.7	25	1.80	136	1.0	45	2.80	141	1.9	20	1.20	108	0.7
				IDLE	(D)	80	3.10	49	2.7	70	2.60	49	1.8	60	2.90	55	1.3	25	1.40	41	1.1
				IDLE	(N)	65	2.40	28	3.7	40	1.55	44	3.3	40	1.70	36	2.5	20	0.04	49	3.1
			REPLICATE	50	MPH	15	1.20	675	2.1	15	1.30	593	1.3	30	1.80	583	2.0	15	0.50	501	0.9
				30	MPH	45	2.90	128	1.3	25	2.20	133	0.9	50	3.40	118	1.8	20	1.65	118	0.6
				IDLE	(D)	75	3.00	47	2.7	70	2.60	50	1.7	50	2.45	56	1.3	20	0.85	36	1.3
				IDLE	(N)	60	2.35	26	3.4	45	1.65	45	3.1	30	1.70	38	2.5	15	0.05	50	3.0
295	1975	MERC	MONA 302	(12)	(26)	- RIGHT EXHAUST -				- RT AFTER CONV --				------- N/A -------				------- N/A ------			
			BEFORE MTCE	50	MPH	130	4.30	337	1.6	120	3.70	296	0.2	--	--	----	--	--	--	----	--
				30	MPH	260	6.40	266	1.7	210	5.40	217	0.1	--	--	----	--	--	--	----	--
				IDLE	(D)	340	6.30	42	2.0	300	6.50	48	0.0	--	--	----	--	--	--	----	--
				IDLE	(N)	200	6.80	34	2.0	190	3.60	42	0.0	--	--	----	--	--	--	----	--
			REPLICATE	50	MPH	160	4.40	337	1.5	145	3.60	286	0.2	--	--	----	--	--	--	----	--
				30	MPH	270	6.20	307	1.6	265	4.90	245	0.1	--	--	----	--	--	--	----	--
				IDLE	(D)	330	7.60	50	2.0	380	6.00	45	0.0	--	--	----	--	--	--	----	--
				IDLE	(N)	260	6.80	39	2.1	240	5.00	38	0.0	--	--	----	--	--	--	----	--
			AFTER MTCE	50	MPH	160	3.80	348	1.6	110	2.70	286	0.9	--	--	----	--	--	--	----	--
				30	MPH	210	4.80	450	2.0	200	4.00	286	1.2	--	--	----	--	--	--	----	--
				IDLE	(D)	160	3.20	84	2.7	100	2.50	22	2.0	--	--	----	--	--	--	----	--
				IDLE	(N)	140	3.60	34	3.1	120	2.10	36	2.9	--	--	----	--	--	--	----	--
			REPLICATE	50	MPH	140	3.80	368	1.7	100	3.20	286	0.9	--	--	----	--	--	--	----	--
				30	MPH	220	6.00	327	2.1	220	4.60	250	1.3	--	--	----	--	--	--	----	--
				IDLE	(D)	240	6.20	66	2.9	200	3.50	50	2.7	--	--	----	--	--	--	----	--
				IDLE	(N)	140	5.00	30	3.1	40	0.90	22	2.9	--	--	----	--	--	--	----	--
297	1975	MERC	MONT 351	(15)	(31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50	MPH	45	1.55	995	5.0	30	0.90	972	3.2	40	1.75	900	4.3	20	0.10	941	2.7
				30	MPH	60	2.20	151	4.6	35	1.30	166	2.6	45	2.25	156	3.9	20	0.08	146	2.0
				IDLE	(D)	110	2.60	38	6.7	80	1.10	64	5.2	105	2.35	28	7.1	30	0.03	121	5.6
				IDLE	(N)	70	0.85	31	8.5	45	0.55	44	7.0	55	1.10	10	8.1	25	0.02	38	7.2
			REPLICATE	50	MPH	20	0.60	849	4.6	10	0.32	798	2.5	15	0.60	757	3.8	5	0.05	696	2.0
				30	MPH	20	0.75	133	4.2	10	0.42	116	2.0	15	0.70	131	3.4	5	0.04	116	1.4
				IDLE	(D)	30	0.80	37	6.1	30	0.25	151	6.4	30	0.45	46	7.4	15	0.02	95	6.3
				IDLE	(N)	20	0.32	37	8.4	15	0.22	46	6.9	15	0.23	12	8.1	5	0.01	38	6.8
			AFTER MTCE	50	MPH	60	1.70	860	3.7	40	0.90	941	4.0	45	1.60	798	4.2	20	0.10	716	3.0
				30	MPH	70	2.20	156	3.1	40	1.20	207	3.4	60	2.20	189	4.0	20	0.05	209	2.7
				IDLE	(D)	120	1.20	327	5.3	70	0.70	136	5.2	100	1.50	80	6.6	40	0.04	337	5.4
				IDLE	(N)	60	0.70	34	5.9	50	0.40	50	6.2	50	0.35	22	7.8	25	0.03	46	6.9
			REPLICATE	50	MPH	60	1.60	871	3.6	35	0.80	1045	3.6	60	1.60	945	4.0	25	0.06	995	3.1
				30	MPH	70	2.00	204	3.6	45	1.10	245	3.4	70	2.00	204	4.4	25	0.05	255	2.7
				IDLE	(D)	110	0.90	111	5.3	70	1.00	116	5.1	90	0.70	460	7.2	30	0.04	116	5.3
				IDLE	(N)	60	0.50	37	6.7	80	0.04	52	7.2	50	0.40	22	8.5	30	0.02	47	7.6
298	1975	MERC	COUG 351	(15)	(31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50	MPH	40	1.00	665	6.2	40	0.90	860	2.9	80	2.05	972	3.4	40	0.15	1144	2.9
				30	MPH	55	2.20	235	6.1	60	1.80	348	3.8	110	3.20	317	3.5	25	0.10	481	2.3
				IDLE	(D)	140	3.80	23	5.9	160	3.40	27	2.6	290	6.50	19	3.3	140	1.10	24	1.0
				IDLE	(N)	65	1.40	17	7.2	55	1.00	30	3.6	75	1.95	17	4.2	30	0.05	36	3.2
			REPLICATE	50	MPH	40	0.70	962	6.4	50	0.55	1070	3.3	60	1.20	1518	3.2	40	0.10	1567	3.0
				30	MPH	50	1.20	604	6.4	50	0.90	593	3.4	80	1.80	747	3.6	30	0.07	757	2.7
				IDLE	(D)	100	3.20	43	7.2	115	2.80	51	2.7	205	5.00	46	4.2	20	0.05	78	1.9
				IDLE	(N)	65	1.30	23	8.3	60	0.90	45	5.5	65	1.50	27	5.7	30	0.05	54	3.8
			AFTER MTCE	50	MPH	25	0.58	716	3.1	15	0.35	747	2.5	35	1.00	839	2.3	10	0.12	829	1.9
				30	MPH	35	1.55	266	2.5	25	0.80	307	1.9	55	2.25	296	2.9	20	0.12	317	1.6
				IDLE	(D)	120	1.70	151	4.9	95	0.70	164	4.3	135	0.90	159	4.7	50	0.03	174	3.8
				IDLE	(N)	100	0.45	59	6.2	75	0.25	73	6.3	70	0.55	57	6.2	50	0.02	72	6.1
			REPLICATE	50	MPH	20	0.55	757	3.3	10	0.35	870	2.8	35	0.80	995	2.6	10	0.11	995	2.2
				30	MPH	30	1.35	348	2.8	20	0.70	378	2.4	45	1.90	368	3.1	10	1.00	348	1.7
				IDLE	(D)	110	1.00	143	4.8	90	0.70	171	4.3	135	1.60	166	4.4	45	0.03	706	4.0
				IDLE	(N)	70	0.55	46	6.1	60	0.27	74	6.3	90	0.55	48	6.0	35	0.02	78	5.8

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N, CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL CID	--- H.P. --- 30MPH 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
300	1975	OLDS	OMEG 260	(15) (31)	- RIGHT EXHAUST -				- RT AFTER CONV --				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50 MPH	150	3.20	1443	0.3	145	3.50	1194	0.2	--	--	---	--	--	--	---	--
				30 MPH	160	3.00	307	0.2	160	3.50	296	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	180	0.12	450	2.8	50	0.04	430	2.3	--	--	---	--	--	--	---	--
				IDLE (N)	230	0.25	156	2.3	70	0.03	151	2.4	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	130	3.40	1045	0.3	130	3.60	1020	0.2	--	--	---	--	--	--	---	--
				30 MPH	155	3.30	250	0.2	145	3.70	232	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	180	0.12	440	2.8	40	0.03	501	2.1	--	--	---	--	--	--	---	--
				IDLE (N)	285	0.23	156	2.6	70	0.04	156	2.3	--	--	---	--	--	--	---	--
			AFTER MTCE	50 MPH	120	2.00	1194	1.2	115	2.20	1219	0.3	--	--	---	--	--	--	---	--
				30 MPH	110	2.30	276	2.1	125	2.40	255	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	140	0.10	317	5.3	35	0.05	389	3.3	--	--	---	--	--	--	---	--
				IDLE (N)	240	0.20	101	4.9	25	0.05	101	3.0	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	125	3.70	737	1.4	125	3.50	819	0.2	--	--	---	--	--	--	---	--
				30 MPH	120	3.30	161	3.1	140	4.00	146	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	160	0.40	440	5.5	35	0.05	552	1.2	--	--	---	--	--	--	---	--
				IDLE (N)	185	0.50	106	5.2	40	0.05	121	1.2	--	--	---	--	--	--	---	--
303	1975	OLDS	STAW 350	(15) (31)	- RIGHT EXHAUST -				- RT AFTER CONV --				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50 MPH	110	2.90	583	0.2	110	3.20	460	0.1	--	--	---	--	--	--	---	--
				30 MPH	290	3.90	227	0.2	280	4.20	169	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	700	8.90	20	0.5	700	8.30	8	0.2	--	--	---	--	--	--	---	--
				IDLE (N)	1060	7.80	17	1.1	970	7.20	9	0.1	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	110	2.80	573	0.3	120	3.20	430	0.1	--	--	---	--	--	--	---	--
				30 MPH	280	4.00	215	0.2	290	4.20	166	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	620	9.00	20	0.5	700	8.90	7	0.2	--	--	---	--	--	--	---	--
				IDLE (N)	1150	8.00	15	1.1	880	6.60	9	0.1	--	--	---	--	--	--	---	--
			AFTER MTCE	50 MPH	135	2.30	532	0.3	135	2.30	430	0.1	--	--	---	--	--	--	---	--
				30 MPH	190	3.80	202	0.2	175	3.20	191	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	145	0.25	146	1.4	40	0.02	48	0.2	--	--	---	--	--	--	---	--
				IDLE (N)	456	0.40	126	2.4	12	0.02	57	1.1	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	110	4.00	409	0.1	110	3.20	409	0.1	--	--	---	--	--	--	---	--
				30 MPH	170	4.40	202	0.2	150	4.20	111	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	150	0.25	106	1.3	40	0.02	46	0.1	--	--	---	--	--	--	---	--
				IDLE (N)	448	0.40	141	2.1	15	0.02	60	0.1	--	--	---	--	--	--	---	--
307	1975	PLYM	DUST 225	(12) (26)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50 MPH	--	--	---	--	--	--	---	--	70	1.00	1144	2.7	20	1.00	491	0.2
				30 MPH	--	--	---	--	--	--	---	--	140	2.50	573	2.6	160	3.20	614	0.4
				IDLE (D)	--	--	---	--	--	--	---	--	210	6.50	52	2.5	240	7.20	48	1.5
				IDLE (N)	--	--	---	--	--	--	---	--	220	6.80	40	2.8	215	6.80	42	1.7
			REPLICATE	50 MPH	--	--	---	--	--	--	---	--	70	0.90	1194	3.3	20	0.90	450	0.2
				30 MPH	--	--	---	--	--	--	---	--	140	2.60	573	3.1	160	3.20	593	0.3
				IDLE (D)	--	--	---	--	--	--	---	--	215	6.80	45	3.1	250	7.40	48	1.4
				IDLE (N)	--	--	---	--	--	--	---	--	225	6.60	40	3.3	220	6.60	44	1.6
			AFTER MTCE	50 MPH	--	--	---	--	--	--	---	--	50	0.90	1443	1.1	10	0.50	501	0.3
				30 MPH	--	--	---	--	--	--	---	--	110	2.60	655	0.9	100	2.00	430	0.3
				IDLE (D)	--	--	---	--	--	--	---	--	125	2.60	121	0.9	110	1.80	111	1.5
				IDLE (N)	--	--	---	--	--	--	---	--	100	2.40	85	1.0	80	1.70	86	1.4
			REPLICATE	50 MPH	--	--	---	--	--	--	---	--	50	1.00	1169	1.2	20	0.59	378	0.2
				30 MPH	--	--	---	--	--	--	---	--	115	2.60	573	0.8	90	2.00	430	0.3
				IDLE (D)	--	--	---	--	--	--	---	--	120	2.50	121	1.0	120	2.30	103	1.5
				IDLE (N)	--	--	---	--	--	--	---	--	90	2.00	83	1.1	85	1.70	82	1.5
308	1975	PLYM	SCAM 318	(12) (26)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50 MPH	--	--	---	--	--	--	---	--	100	0.85	1766	0.7	60	1.30	962	2.8
				30 MPH	--	--	---	--	--	--	---	--	210	3.60	911	0.4	180	2.20	470	2.8
				IDLE (D)	--	--	---	--	--	--	---	--	140	0.60	136	1.6	70	0.30	113	3.3
				IDLE (N)	--	--	---	--	--	--	---	--	120	1.10	70	1.6	35	0.02	45	3.4
			REPLICATE	50 MPH	--	--	---	--	--	--	---	--	100	0.55	1941	1.1	30	0.05	1617	2.9
				30 MPH	--	--	---	--	--	--	---	--	185	1.60	1194	0.5	110	1.00	542	2.6
				IDLE (D)	--	--	---	--	--	--	---	--	140	0.20	151	2.2	30	0.04	113	4.0
				IDLE (N)	--	--	---	--	--	--	---	--	120	0.40	80	1.6	30	0.05	45	3.5
			AFTER MTCE	50 MPH	--	--	---	--	--	--	---	--	95	0.80	1194	1.0	30	0.05	737	0.5
				30 MPH	--	--	---	--	--	--	---	--	170	1.60	757	0.6	90	0.90	286	0.2
				IDLE (D)	--	--	---	--	--	--	---	--	100	0.30	126	2.5	40	0.05	113	1.5
				IDLE (N)	--	--	---	--	--	--	---	--	75	0.50	66	2.4	30	0.05	40	1.3
			REPLICATE	50 MPH	--	--	---	--	--	--	---	--	100	1.20	1294	0.9	40	0.90	542	0.2
				30 MPH	--	--	---	--	--	--	---	--	170	1.80	829	0.5	150	1.80	522	0.2
				IDLE (D)	--	--	---	--	--	--	---	--	130	0.80	146	1.9	50	0.05	101	1.1
				IDLE (N)	--	--	---	--	--	--	---	--	110	1.30	76	1.5	55	0.20	38	0.6
309	1975	PLYM	VALI 318	(12) (26)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50 MPH	--	--	---	--	--	--	---	--	120	3.00	1642	0.6	80	2.50	1343	0.3
				30 MPH	--	--	---	--	--	--	---	--	190	4.20	1045	0.7	210	4.50	1095	0.2
				IDLE (D)	--	--	---	--	--	--	---	--	255	9.40	65	0.9	245	9.20	70	0.9
				IDLE (N)	--	--	---	--	--	--	---	--	240	9.30	55	0.7	245	10.00	50	0.7
			REPLICATE	50 MPH	--	--	---	--	--	--	---	--	125	2.90	1692	0.5	100	2.50	1542	0.3
				30 MPH	--	--	---	--	--	--	---	--	190	4.00	1169	0.7	200	4.40	1294	0.1
				IDLE (D)	--	--	---	--	--	--	---	--	260	9.40	63	0.9	245	9.20	70	0.8
				IDLE (N)	--	--	---	--	--	--	---	--	250	9.60	55	0.8	240	10.00	50	0.8
			AFTER MTCE	50 MPH	--	--	---	--	--	--	---	--	80	1.70	1294	1.0	40	0.50	1095	0.4
				30 MPH	--	--	---	--	--	--	---	--	145	1.75	1393	1.0	80	1.60	716	0.1
				IDLE (D)	--	--	---	--	--	--	---	--	190	4.60	111	0.3	170	3.00	131	1.2
				IDLE (N)	--	--	---	--	--	--	---	--	170	4.00	72	0.2	180	3.00	60	0.2
			REPLICATE	50 MPH	--	--	---	--	--	--	---	--	95	2.00	1443	0.8	30	1.00	1269	0.3
				30 MPH	--	--	---	--	--	--	---	--	160	2.40	1393	0.7	130	2.30	1045	0.1
				IDLE (D)	--	--	---	--	--	--	---	--	210	3.80	91	0.3	170	3.20	103	0.3
				IDLE (N)	--	--	---	--	--	--	---	--	175	3.20	80	0.3	180	3.20	65	0.3

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					— H.P. —		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
310	1975	PLYM	FURY	318	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50	MPH	40	0.30	1144	1.0	20	0.05	1244	0.6	—	—	—	—	—	—	—	—
					30	MPH	80	0.50	895	1.2	70	0.40	796	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	440	5.80	28	1.7	440	5.80	26	0.5	—	—	—	—	—	—	—	—
					IDLE	(N)	400	5.20	26	1.8	410	5.20	24	0.9	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	40	0.40	1045	1.4	20	0.05	945	0.6	—	—	—	—	—	—	—	—
					30	MPH	90	0.60	757	1.2	60	0.30	796	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	330	5.80	70	1.2	370	5.80	72	0.4	—	—	—	—	—	—	—	—
					IDLE	(N)	350	5.40	30	1.4	340	5.20	30	1.1	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	50	0.40	1368	1.0	20	0.04	1493	0.4	—	—	—	—	—	—	—	—
					30	MPH	125	1.00	1070	1.1	100	0.75	945	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	130	1.25	94	2.3	40	0.09	90	0.9	—	—	—	—	—	—	—	—
					IDLE	(N)	180	0.95	60	2.9	30	0.05	46	0.9	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	45	0.35	1244	1.5	20	0.04	1368	0.9	—	—	—	—	—	—	—	—
					30	MPH	90	0.65	1020	1.4	120	0.90	931	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	135	1.70	106	1.6	130	1.20	80	0.4	—	—	—	—	—	—	—	—
					IDLE	(N)	140	1.60	63	1.8	90	0.40	34	0.4	—	—	—	—	—	—	—	—
311	1975	PLYM	FURY	360	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50	MPH	140	4.10	783	1.0	130	4.10	573	4.0	—	—	—	—	—	—	—	—
					30	MPH	145	2.60	1194	1.1	120	2.00	716	4.0	—	—	—	—	—	—	—	—
					IDLE	(D)	183	4.40	68	1.6	180	4.20	64	4.3	—	—	—	—	—	—	—	—
					IDLE	(N)	180	4.40	52	2.0	185	4.00	53	3.0	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	150	4.40	691	0.9	140	3.50	634	2.8	—	—	—	—	—	—	—	—
					30	MPH	135	1.90	1194	1.2	140	0.60	1393	2.8	—	—	—	—	—	—	—	—
					IDLE	(D)	200	4.80	59	1.8	175	4.40	70	3.1	—	—	—	—	—	—	—	—
					IDLE	(N)	195	4.80	49	1.8	180	4.20	56	3.1	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	135	4.60	511	0.5	140	5.30	491	0.1	—	—	—	—	—	—	—	—
					30	MPH	145	2.50	941	0.6	150	2.80	911	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	155	2.40	65	1.1	155	3.10	61	0.4	—	—	—	—	—	—	—	—
					IDLE	(N)	140	3.60	51	1.3	135	3.40	55	0.3	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	135	5.20	460	0.5	145	5.80	440	0.1	—	—	—	—	—	—	—	—
					30	MPH	140	3.30	819	0.5	155	3.40	890	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	135	2.45	71	1.0	155	3.60	66	0.4	—	—	—	—	—	—	—	—
					IDLE	(N)	145	4.10	53	1.0	140	3.90	57	0.3	—	—	—	—	—	—	—	—
312	1975	PLYM	FURY	400	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50	MPH	100	2.80	532	3.0	120	3.00	685	0.2	—	—	—	—	—	—	—	—
					30	MPH	140	1.00	1119	3.6	130	0.90	1418	0.3	—	—	—	—	—	—	—	—
					IDLE	(D)	205	2.00	71	3.7	260	2.80	78	0.3	—	—	—	—	—	—	—	—
					IDLE	(N)	190	3.40	46	3.7	210	4.10	57	0.3	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	110	2.80	583	2.5	125	3.20	675	0.2	—	—	—	—	—	—	—	—
					30	MPH	130	1.20	900	3.1	160	1.30	1343	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	215	2.30	71	3.3	280	3.00	79	0.3	—	—	—	—	—	—	—	—
					IDLE	(N)	210	3.90	46	3.3	230	4.80	58	0.2	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	110	3.30	460	0.6	110	3.50	481	0.1	—	—	—	—	—	—	—	—
					30	MPH	170	1.90	757	0.5	150	1.50	900	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	210	3.00	67	0.5	215	2.80	62	0.3	—	—	—	—	—	—	—	—
					IDLE	(N)	210	3.60	49	0.5	205	3.50	49	0.2	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	110	3.50	419	0.4	115	3.60	450	0.1	—	—	—	—	—	—	—	—
					30	MPH	150	1.90	716	0.5	170	1.90	819	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	210	3.20	66	0.5	215	2.90	62	0.3	—	—	—	—	—	—	—	—
					IDLE	(N)	225	3.80	48	0.5	215	3.60	50	0.3	—	—	—	—	—	—	—	—
313	1975	PLYM	FURY	360	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50	MPH	155	3.00	1020	1.3	160	3.30	1045	0.1	—	—	—	—	—	—	—	—
					30	MPH	170	1.40	1642	1.6	160	1.60	1542	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	240	4.60	57	1.5	260	4.60	54	0.5	—	—	—	—	—	—	—	—
					IDLE	(N)	285	6.10	40	1.5	250	5.00	43	0.5	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	140	2.80	995	1.3	140	3.00	1020	0.2	—	—	—	—	—	—	—	—
					30	MPH	160	1.20	1642	1.8	100	1.00	1219	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	225	4.70	61	1.4	250	4.70	53	0.5	—	—	—	—	—	—	—	—
					IDLE	(N)	250	5.00	41	1.4	240	4.90	43	0.4	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	130	3.70	624	0.3	130	4.10	563	0.1	—	—	—	—	—	—	—	—
					30	MPH	140	1.90	995	0.6	100	1.50	819	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	105	0.40	98	0.8	50	0.04	40	0.4	—	—	—	—	—	—	—	—
					IDLE	(N)	80	0.90	58	0.7	35	0.04	60	0.9	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	115	3.40	665	0.5	130	3.40	624	0.1	—	—	—	—	—	—	—	—
					30	MPH	165	2.10	1045	0.5	130	1.50	995	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	140	0.30	99	0.9	100	0.30	93	0.8	—	—	—	—	—	—	—	—
					IDLE	(N)	90	1.00	59	0.6	30	0.05	60	0.4	—	—	—	—	—	—	—	—
314	1975	PONT	ASTR	140	(9)	(21)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50	MPH	75	1.80	1567	0.5	70	2.00	1343	0.6	—	—	—	—	—	—	—	—
					30	MPH	140	3.20	266	0.4	135	3.20	196	0.5	—	—	—	—	—	—	—	—
					IDLE	(D)	300	9.80	66	0.5	320	9.90	18	0.6	—	—	—	—	—	—	—	—
					IDLE	(N)	275	10.00	45	0.6	250	9.50	16	0.6	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	70	1.70	1393	0.5	60	1.70	1244	0.5	—	—	—	—	—	—	—	—
					30	MPH	130	2.40	327	0.4	120	2.50	255	0.5	—	—	—	—	—	—	—	—
					IDLE	(D)	260	8.50	74	0.5	290	9.00	22	0.6	—	—	—	—	—	—	—	—
					IDLE	(N)	250	8.50	60	0.5	220	8.80	20	0.7	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	50	1.50	1468	1.0	30	1.30	1045	0.3	—	—	—	—	—	—	—	—
					30	MPH	100	1.60	409	0.6	80	2.00	286	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	145	1.20	276	1.0	130	1.60	64	0.4	—	—	—	—	—	—	—	—
					IDLE	(N)	110	2.30	98	0.9	60	1.20	5	0.4	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	65	1.50	1318	0.8	45	1.10	796	0.2	—	—	—	—	—	—	—	—
					30	MPH	110	1.70	389	0.6	80	1.80	317	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	180	1.50	227	0.7	140	1.80	75	0.3	—	—	—	—	—	—	—	—
					IDLE	(N)	120	2.70	90	0.6	70	0.50	18	0.3	—	—	—	—	—	—	—	—

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL CID	H.P. 30MPH 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
316	1975	PONT	LEMA 350	(15) (31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE	50 MPH	205	6.00	399	0.2	170	7.00	430	0.1	--	--	---	--	--	--	---	--
				30 MPH	240	3.95	501	0.3	190	3.80	511	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	160	3.70	113	0.1	185	3.40	108	0.2	--	--	---	--	--	--	---	--
				IDLE (N)	180	3.80	49	0.1	200	4.20	50	0.0	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	180	6.80	317	0.2	170	6.80	307	0.2	--	--	---	--	--	--	---	--
				30 MPH	190	4.50	491	0.2	220	4.60	409	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	230	3.40	116	0.1	180	2.60	121	0.0	--	--	---	--	--	--	---	--
				IDLE (N)	255	4.20	52	0.2	200	4.80	53	0.1	--	--	---	--	--	--	---	--
			AFTER MTCE	50 MPH	150	4.20	1045	0.3	140	3.80	1045	0.1	--	--	---	--	--	--	---	--
				30 MPH	120	1.00	1393	2.4	30	0.20	746	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	170	0.30	245	5.1	40	0.05	327	1.4	--	--	---	--	--	--	---	--
				IDLE (N)	140	0.70	90	4.1	30	0.05	116	0.3	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	160	4.80	895	0.2	150	4.80	846	0.1	--	--	---	--	--	--	---	--
				30 MPH	160	2.60	1144	1.8	140	0.80	995	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	160	0.50	245	4.7	30	0.05	245	0.4	--	--	---	--	--	--	---	--
				IDLE (N)	130	1.40	90	3.5	20	0.05	80	0.1	--	--	---	--	--	--	---	--
318	1975	PONT	LEMA 350	(15) (31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE	50 MPH	55	0.65	1866	1.8	30	0.05	2115	1.2	--	--	---	--	--	--	---	--
				30 MPH	105	0.50	2787	1.2	40	0.20	2140	0.3	--	--	---	--	--	--	---	--
				IDLE (D)	180	0.15	181	4.7	45	0.04	161	3.9	--	--	---	--	--	--	---	--
				IDLE (N)	410	0.25	94	4.4	110	0.03	111	3.2	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	55	0.45	2438	1.5	25	0.03	2588	1.1	--	--	---	--	--	--	---	--
				30 MPH	105	0.80	3185	0.8	35	0.70	2015	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	180	0.15	199	4.6	35	0.03	685	3.4	--	--	---	--	--	--	---	--
				IDLE (N)	360	0.25	131	3.9	95	0.03	141	3.1	--	--	---	--	--	--	---	--
			AFTER MTCE	50 MPH	55	0.20	2339	1.6	25	0.05	2314	1.5	--	--	---	--	--	--	---	--
				30 MPH	115	0.85	2687	0.8	30	0.35	2165	0.3	--	--	---	--	--	--	---	--
				IDLE (D)	300	0.15	317	3.3	40	0.05	368	3.1	--	--	---	--	--	--	---	--
				IDLE (N)	325	0.30	78	2.2	60	0.05	93	1.4	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	50	0.20	2190	2.1	20	0.05	2787	1.5	--	--	---	--	--	--	---	--
				30 MPH	120	1.30	2687	0.7	35	0.90	2438	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	200	0.15	409	3.0	25	0.05	501	2.7	--	--	---	--	--	--	---	--
				IDLE (N)	180	0.45	85	1.8	35	0.05	106	1.4	--	--	---	--	--	--	---	--
320	1975	PONT	STAW 400	(18) (36)	N/A				N/A				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50 MPH	--	--	---	--	--	--	---	--	120	2.90	716	0.2	110	2.90	726	0.1
				30 MPH	--	--	---	--	--	--	---	--	110	1.10	624	1.8	45	0.50	358	0.3
				IDLE (D)	--	--	---	--	--	--	---	--	215	0.15	169	4.7	50	0.05	186	2.1
				IDLE (N)	--	--	---	--	--	--	---	--	250	0.60	51	3.7	50	0.04	65	1.1
			REPLICATE	50 MPH	--	--	---	--	--	--	---	--	110	2.60	839	0.2	95	3.20	747	0.1
				30 MPH	--	--	---	--	--	--	---	--	100	1.05	747	1.5	50	0.20	348	0.1
				IDLE (D)	--	--	---	--	--	--	---	--	140	0.15	181	4.2	35	0.05	199	1.6
				IDLE (N)	--	--	---	--	--	--	---	--	210	1.00	57	3.5	40	0.05	58	0.7
			AFTER MTCE	50 MPH	--	--	---	--	--	--	---	--	95	4.00	614	1.5	120	6.80	337	0.1
				30 MPH	--	--	---	--	--	--	---	--	115	1.65	675	2.1	105	1.70	716	0.2
				IDLE (D)	--	--	---	--	--	--	---	--	180	0.95	186	3.2	100	0.60	96	0.6
				IDLE (N)	--	--	---	--	--	--	---	--	230	2.20	52	2.7	255	1.90	40	0.5
			REPLICATE	50 MPH	--	--	---	--	--	--	---	--	85	3.80	655	1.6	90	4.40	614	0.1
				30 MPH	--	--	---	--	--	--	---	--	115	1.70	747	2.2	110	1.80	737	0.2
				IDLE (D)	--	--	---	--	--	--	---	--	195	1.25	181	3.2	170	1.20	108	0.6
				IDLE (N)	--	--	---	--	--	--	---	--	240	2.35	56	2.7	260	2.90	42	0.6
321	1975	PONT	GRNV 455	(18) (36)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE	50 MPH	50	2.00	563	0.4	55	2.40	563	0.2	--	--	---	--	--	--	---	--
				30 MPH	60	2.20	229	1.6	40	2.10	224	0.3	--	--	---	--	--	--	---	--
				IDLE (D)	90	0.15	98	4.8	40	0.05	101	2.2	--	--	---	--	--	--	---	--
				IDLE (N)	170	0.30	39	4.6	30	0.05	93	1.8	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	50	2.50	491	0.4	50	2.50	409	0.4	--	--	---	--	--	--	---	--
				30 MPH	50	2.10	204	2.1	40	2.40	154	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	90	0.15	89	4.8	30	0.05	94	2.1	--	--	---	--	--	--	---	--
				IDLE (N)	160	0.35	47	4.6	20	0.05	61	1.5	--	--	---	--	--	--	---	--
			AFTER MTCE	50 MPH	55	2.60	624	1.6	60	2.90	624	0.2	--	--	---	--	--	--	---	--
				30 MPH	50	1.90	247	2.4	50	2.50	212	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	75	0.24	81	4.2	30	0.03	81	2.8	--	--	---	--	--	--	---	--
				IDLE (N)	180	0.22	60	5.4	25	0.04	77	3.0	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	55	2.60	552	1.5	50	2.60	583	0.1	--	--	---	--	--	--	---	--
				30 MPH	50	1.75	266	2.6	40	2.00	196	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	110	0.13	103	5.0	30	0.02	123	3.5	--	--	---	--	--	--	---	--
				IDLE (N)	190	0.21	39	5.6	60	0.02	53	3.4	--	--	---	--	--	--	---	--
322	1975	AUDI	FOX 97	(9) (21)	N/A				- T.P. COMPOSITE -				N/A				N/A			
			BEFORE MTCE	50 MPH	--	--	---	--	180	1.65	1318	0.6	--	--	---	--	--	--	---	--
				30 MPH	--	--	---	--	140	0.40	583	1.0	--	--	---	--	--	--	---	--
				IDLE (D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE (N)	--	--	---	--	90	0.20	77	1.5	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	--	--	---	--	150	1.90	1493	0.6	--	--	---	--	--	--	---	--
				30 MPH	--	--	---	--	110	0.40	593	1.0	--	--	---	--	--	--	---	--
				IDLE (D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE (N)	--	--	---	--	70	0.25	83	1.7	--	--	---	--	--	--	---	--
			AFTER MTCE	50 MPH	--	--	---	--	105	0.60	1518	3.4	--	--	---	--	--	--	---	--
				30 MPH	--	--	---	--	80	0.15	399	4.2	--	--	---	--	--	--	---	--
				IDLE (D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE (N)	--	--	---	--	110	0.18	66	4.6	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	--	--	---	--	95	0.48	1542	3.6	--	--	---	--	--	--	---	--
				30 MPH	--	--	---	--	70	0.15	430	4.3	--	--	---	--	--	--	---	--
				IDLE (D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE (N)	--	--	---	--	160	0.18	79	4.8	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	--- H.P. --- 30MPH	50MPH	——— RIGHT EXHAUST SYSTEM ——— HC	CO	NOX	O2	HC	CO	NOX	O2	——— LEFT EXHAUST SYSTEM ——— HC	CO	NOX	O2	HC	CO	NOX	O2
323	1976	CAPR	GHIA	171	(12)	(26)	- RIGHT EXHAUST -				- RT AFTER CONV --				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	210	6.00	460	0.6	230	6.50	368	0.7	190	5.50	440	0.9	200	6.00	409	0.7
					30	MPH	310	8.60	202	0.5	320	8.80	181	0.4	305	8.90	154	1.0	310	9.00	151	0.8
					IDLE	(D)	280	8.00	101	0.6	270	8.30	98	0.5	265	8.40	82	1.3	275	8.40	76	1.1
					IDLE	(N)	260	10.00	64	0.7	205	8.80	70	0.6	260	9.20	64	1.3	240	8.50	61	1.2
			REPLICATE		50	MPH	170	6.20	337	4.4	200	7.00	348	1.1	195	6.10	348	0.6	205	6.40	307	0.6
					30	MPH	295	8.80	131	0.5	300	8.80	121	0.2	290	9.40	106	0.9	300	9.00	108	0.6
					IDLE	(D)	270	9.10	80	0.6	280	8.80	79	0.3	280	9.30	66	1.1	280	9.00	60	0.7
					IDLE	(N)	260	9.70	55	0.8	270	9.50	52	0.4	240	9.20	55	1.2	250	8.90	52	0.7
			AFTER MTCE		50	MPH	120	4.00	511	4.5	30	0.80	409	1.6	110	3.60	491	4.7	25	0.65	368	1.6
					30	MPH	230	6.00	161	5.1	40	0.30	176	1.8	180	7.00	255	4.5	55	0.20	358	2.7
					IDLE	(D)	170	6.20	65	6.6	90	0.06	78	5.6	120	3.80	60	6.4	65	0.05	75	5.0
					IDLE	(N)	35	1.10	24	6.9	30	0.03	56	7.3	30	0.90	30	7.8	20	0.04	46	7.7
			REPLICATE		50	MPH	145	4.50	389	4.4	40	0.30	409	1.6	120	4.20	358	4.6	30	0.25	409	1.8
					30	MPH	200	5.80	163	5.1	20	0.60	204	2.3	190	4.80	225	5.0	30	0.30	225	2.2
					IDLE	(D)	230	5.20	101	6.6	60	0.05	106	5.3	140	4.00	50	6.6	70	0.05	88	4.5
					IDLE	(N)	35	1.20	26	6.3	20	0.04	55	6.7	30	1.20	25	7.0	20	0.04	53	5.8
325	1975	COLT	SEDA	98	(9)	(21)	- RIGHT EXHAUST -				------ N/A ------				------ N/A ------				------ N/A ------			
			BEFORE MTCE		50	MPH	40	1.60	737	2.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	85	1.00	337	4.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	75	3.20	36	2.8	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	40	1.55	716	2.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	70	1.00	358	4.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	70	3.10	39	3.1	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	60	2.10	860	3.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	85	1.35	399	4.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	35	0.75	50	4.8	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	165	3.10	788	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	230	2.80	501	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	150	3.70	59	0.2	--	--	---	--	--	--	---	--	--	--	---	--
326	1975	DATS	710	119	(9)	(21)	------ N/A ------				------ N/A ------				-- LEFT EXHAUST --				------ N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	140	2.45	1343	3.6	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	110	2.00	563	4.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	90	1.20	44	5.0	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	135	2.35	1418	3.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	105	1.85	604	4.0	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	95	1.40	42	4.8	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	100	1.50	1144	3.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	120	1.50	522	4.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	120	0.50	75	6.9	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	110	1.60	819	3.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	110	1.50	358	4.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	120	0.55	70	6.9	--	--	---	--
327	1975	DATS	B210	85	(9)	(21)	------ N/A ------				------ N/A ------				-- LEFT EXHAUST --				------ N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	190	2.90	1542	3.0	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	135	4.20	675	4.0	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	130	1.45	48	6.2	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	160	2.00	1941	3.1	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	120	1.25	716	4.0	--	--	---	--
					[illegible]	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	120	1.40	51	6.4	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	180	2.20	1617	3.0	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	125	1.00	685	4.1	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	140	0 80	52	6.9	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	170	2.40	2090	3.0	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	120	1.25	655	4.1	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	125	0.90	60	6.8	--	--	---	--
328	1975	DATS	SEDA	119	(9)	(21)	------ N/A ------				------ N/A ------				-- LEFT EXHAUST --				------ N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	90	1.80	1269	3.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	135	1.60	839	4.1	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	275	3.60	59	5.9	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	100	1.80	41	5.5	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	100	2.10	1169	3.3	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	120	1.60	757	4.1	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	80	1.80	48	5.3	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	85	1.70	42	5.5	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	50	1.20	921	3.6	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	110	1.60	522	3.9	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	200	0.65	63	6.3	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	110	1.40	40	6.7	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	45	1.10	941	3.6	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	90	1.60	552	4.0	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	190	0.75	70	6.3	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	110	1.30	45	6.7	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
					30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
329	1975	FIAT	STAM	78	(9)	(21)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50 MPH		75	2.40	1592	2.8	—	—	—	—	—	—	—	—	—	—	—	—
					30 MPH		90	3.00	655	2.1	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		2000	9.60	27	8.5	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50 MPH		80	2.10	1617	3.2	—	—	—	—	—	—	—	—	—	—	—	—
					30 MPH		70	2.50	839	2.9	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		2000	9.30	26	7.4	—	—	—		—	—	—	—	—	—	—	—
			AFTER MTCE		50 MPH		20	1.45	798	1.4	—	—	—	—	—	—	—	—	—	—	—	—
					30 MPH		25	0.55	207	1.6	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		30	0.50	40	1.2	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50 MPH		10	1.50	716	1.0	—	—	—	—	—	—	—	—	—	—	—	—
					30 MPH		35	2.20	138	0.3	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		2000	9.80	14	4.4	—	—	—	—	—	—	—	—	—	—	—	—
330	1975	FIAT	X1-9	79	(9)	(21)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50 MPH		170	6.10	796	2.5	150	6.70	846	1.2	—	—	—	—	—	—	—	—
					30 MPH		80	3.10	846	3.5	30	0.30	796	2.1	—	—	—	—	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		115	2.00	40	4.5	30	0.08	62	4.1	—	—	—	—	—	—	—	—
			REPLICATE		50 MPH		165	6.30	307	2.5	125	5.90	880	1.1	—	—	—	—	—	—	—	—
					30 MPH		80	2.60	819	3.4	30	0.30	900	2.2	—	—	—	—	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		100	1.80	42	4.6	25	0.06	73	3.3	—	—	—	—	—	—	—	—
			AFTER MTCE		50 MPH		115	4.80	1269	2.7	110	5.30	1070	1.4	—	—	—	—	—	—	—	—
					30 MPH		150	3.80	921	2.5	70	1.10	726	1.1	—	—	—	—	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		110	2.00	51	4.5	35	0.07	73	3.7	—	—	—	—	—	—	—	—
			REPLICATE		50 MPH		130	4.40	1443	2.6	100	4.30	746	1.2	—	—	—	—	—	—	—	—
					30 MPH		75	2.40	890	3.6	30	0.25	993	2.4	—	—	—	—	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		90	1.70	57	4.6	25	0.05	83	4.0	—	—	—	—	—	—	—	—
331	1975	HOND	CVCC	91	(9)	(21)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50 MPH		—	—	—	—	—	—	—	—	100	1.40	2986	0.9	—	—	—	—
					30 MPH		—	—	—	—	—	—	—	—	120	0.90	1244	0.7	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		—	—	—	—	—	—	—	—	265	1.90	118	0.3	—	—	—	—
			REPLICATE		50 MPH		—	—	—	—	—	—	—	—	90	1.20	2986	0.5	—	—	—	—
					30 MPH		—	—	—	—	—	—	—	—	135	1.55	1244	0.5	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		—	—	—	—	—	—	—	—	260	1.90	131	0.4	—	—	—	—
			AFTER MTCE		50 MPH		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30 MPH		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50 MPH		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					30 MPH		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
332	1975	MAZD	RX3	70	(9)	(21)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50 MPH		0	0.05	307	1.8	—	—	—	—	—	—	—	—	—	—	—	—
					30 MPH		0	0.05	80	1.7	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		0	0.02	29	5.6	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50 MPH		10	0.10	307	2.2	—	—	—	—	—	—	—	—	—	—	—	—
					30 MPH		0	0.05	75	2.0	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		0	0.02	28	5.1	—	—	—	—	—	—	—	—	—	—	—	—
			AFTER MTCE		50 MPH		40	0.25	169	2.1	—	—	—	—	—	—	—	—	—	—	—	—
					30 MPH		20	0.05	88	3.4	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		250	0.50	28	7.8	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50 MPH		25	0.20	207	2.1	—	—	—	—	—	—	—	—	—	—	—	—
					30 MPH		15	0.05	90	3.3	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		300	0.90	24	7.9	—	—	—	—	—	—	—	—	—	—	—	—
333	1975	MAZD	RX3	70	(9)	(21)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50 MPH		10	0.20	430	2.6	—	—	—	—	—	—	—	—	—	—	—	—
					30 MPH		10	0.05	113	1.7	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		10	0.10	24	2.4	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50 MPH		10	0.10	470	2.8	—	—	—	—	—	—	—	—	—	—	—	—
					30 MPH		10	0.15	108	1.0	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		10	0.05	28	2.7	—	—	—	—	—	—	—	—	—	—	—	—
			AFTER MTCE		50 MPH		10	0.08	409	3.4	—	—	—	—	—	—	—	—	—	—	—	—
					30 MPH		10	0.05	108	3.6	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		10	0.05	27	2.4	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50 MPH		5	0.06	450	3.3	—	—	—	—	—	—	—	—	—	—	—	—
					30 MPH		5	0.06	106	3.5	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (D)		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE (N)		10	0.05	26	2.3	—	—	—	—	—	—	—	—	—	—	—	—

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - $, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL	CIL	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
335	1975	MG	MGB	110	(9)	(21)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	--	--	--	--	40	1.45	788	2.3	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	40	0.40	296	3.4	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	30	1.00	61	2.7	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	30	1.52	788	2.2	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	25	0.42	327	3.3	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	30	0.95	61	2.4	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	--	--	--	--	35	2.15	552	1.5	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	20	0.45	202	2.7	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	30	1.25	40	1.0	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	40	2.23	511	1.3	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	75	0.45	166	1.8	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	25	1.20	46	0.5	--	--	--	--
336	1975	OPEL	STAW	116	(9)	(21)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	110	2.40	2190	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	140	3.10	563	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	135	3.50	103	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	110	2.80	77	0.4	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	110	2.40	2115	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	130	3.10	614	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	110	3.50	111	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	85	2.80	81	0.4	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	110	1.85	1990	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	130	2.60	552	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	90	1.35	116	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	60	0.80	73	0.8	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	110	2.10	2115	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	130	2.60	604	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	80	1.10	123	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	40	0.55	78	0.9	--	--	--	--	--	--	--	--	--	--	--	--
338	1975	PORS	911S	164	(9)	(21)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	--	--	--	--	50	1.20	460	2.9	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	80	1.20	460	3.5	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	70	2.10	73	3.7	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	50	1.20	970	3.0	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	80	1.20	460	3.5	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	60	2.20	71	3.9	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	--	--	--	--	70	0.70	920	2.8	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	80	0.70	399	3.3	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	60	1.15	88	3.5	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	60	0.80	1119	2.8	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	75	0.70	430	3.4	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	70	1.05	92	3.7	--	--	--	--
340	1975	TOYO	CELI	133	(12)	(26)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	--	--	--	--	60	0.25	2986	5.2	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	115	1.10	1443	5.4	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	900	0.75	90	9.5	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	60	0.20	2986	5.2	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	100	1.25	1542	5.4	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	950	0.90	75	9.5	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	--	--	--	--	50	0.27	1393	4.8	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	80	1.70	1194	5.1	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	1300	0 95	136	10 6	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	40	0.25	2886	5.0	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	95	1.60	1244	5.2	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	1080	1.30	111	9.2	--	--	--	--
341	1975	TOYO	CORO	97	(9)	(21)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	--	--	--	--	188	0.76	2289	5.0	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	190	1.68	920	5.4	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	38	0.37	43	2.9	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	115	0.82	2886	4.3	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	132	1.92	982	4.8	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	10	0.32	51	3.1	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	--	--	--	--	110	0.95	2065	5.1	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	105	1.60	808	5.9	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	20	0.34	48	1.7	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	90	1.00	1866	5.1	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	85	1.60	921	5.9	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	20	0.32	53	3.2	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P. 30MPH	H.P. 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
342	1975	VOLK	SEDA	97	(9)	(21)	- RIGHT	EXHAUST -			N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	150	1.10	2015	1.3	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	190	0.45	706	1.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	250	2.70	71	0.7	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	120	0.90	1617	1.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	150	0.50	819	1.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	185	2.20	87	0.5	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	115	0.95	2264	1.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	150	0.40	860	1.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	240	1.60	76	0.9	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	90	0.95	2040	1.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	150	0.35	860	1.8	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	250	1.50	92	1.0	--	--	--	--	--	--	--	--	--	--	--	--
343	1975	VOLK	RABB	90	(9)	(21)	- RIGHT	EXHAUST -			- RT	AFTER	CONV	--	N/A				N/A			
			BEFORE MTCE		50	MPH	180	5.30	829	3.0	170	5.10	849	3.5	--	--	--	--	--	--	--	--
					30	MPH	170	2.20	685	3.8	165	2.30	645	3.9	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	100	2.20	28	4.5	110	2.80	37	4.4	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	170	5.10	1003	3.0	155	4.90	1020	3.3	--	--	--	--	--	--	--	--
					30	MPH	165	3.20	542	4.8	155	3.10	583	4.7	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	80	2.10	29	4.5	80	2.60	43	4.4	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	200	6.00	634	2.8	230	7.40	430	2.8	--	--	--	--	--	--	--	--
					30	MPH	260	7.00	131	4.2	250	7.20	136	3.8	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	240	5.00	18	3.7	700	8.40	12	4.9	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	220	7.50	470	2.6	230	7.80	409	2.5	--	--	--	--	--	--	--	--
					30	MPH	300	8.00	90	3.9	300	8.50	111	3.6	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	250	8.60	12	5.1	2000	10.00	12	5.4	--	--	--	--	--	--	--	--
345	1975	VOLV	SEDA	121	(12)	(26)	- RIGHT	EXHAUST -			- RT	AFTER	CONV	--	N/A				N/A			
			BEFORE MTCE		50	MPH	130	3.60	737	4.2	120	3.80	696	4.0	--	--	--	--	--	--	--	--
					30	MPH	100	2.80	327	4.8	90	2.80	327	4.7	--	--	--	--	--	--	--	--
					IDLE	(D)	80	2.80	44	5.7	80	2.80	48	6.1	--	--	--	--	--	--	--	--
					IDLE	(N)	50	1.15	38	6.1	35	0.80	34	6.2	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	130	3.60	634	4.6	125	3.80	634	4.0	--	--	--	--	--	--	--	--
					30	MPH	90	2.80	286	4.7	90	2.80	286	4.5	--	--	--	--	--	--	--	--
					IDLE	(D)	90	2.90	40	5.9	90	2.90	46	6.2	--	--	--	--	--	--	--	--
					IDLE	(N)	55	1.40	28	6.0	40	1.10	34	6.2	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	60	3.30	470	2.5	30	2.20	470	1.4	--	--	--	--	--	--	--	--
					30	MPH	20	2.60	131	1.2	15	1.80	121	1.0	--	--	--	--	--	--	--	--
					IDLE	(D)	1150	8.20	39	3.2	1400	7.80	12	6.0	--	--	--	--	--	--	--	--
					IDLE	(N)	400	7.90	18	4.6	270	7.30	20	4.4	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	75	3.80	430	2.2	30	1.80	409	0.7	--	--	--	--	--	--	--	--
					30	MPH	25	3.10	123	0.8	15	1.60	111	0.2	--	--	--	--	--	--	--	--
					IDLE	(D)	50	2.40	54	3.8	65	3.00	49	4.6	--	--	--	--	--	--	--	--
					IDLE	(N)	30	1.00	47	3.9	35	1.00	50	4.8	--	--	--	--	--	--	--	--
511	1975	FORD	GRAN	200	(12)	(26)	- RIGHT	EXHAUST -			- RT	AFTER	CONV	--	N/A				N/A			
			BEFORE MTCE		50	MPH	50	2.40	232	5.5	30	1.50	186	3.4	--	--	--	--	--	--	--	--
					30	MPH	90	3.20	62	5.5	45	2.90	33	3.3	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	70	1.30	25	10.0	30	0.05	31	8.5	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	55	3.10	179	5.7	25	1.80	146	3.5	--	--	--	--	--	--	--	--
					30	MPH	85	3.20	58	5.8	45	3.10	31	3.3	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	60	1.20	26	9.3	30	0.05	34	8.0	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	65	2.90	266	5.2	20	0.65	250	3.2	--	--	--	--	--	--	--	--
					30	MPH	60	2.50	90	5.4	30	1.75	75	3.1	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	60	1.60	19	9.7	25	0.02	32	9.1	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	50	2.80	327	4.0	10	0.25	296	3.6	--	--	--	--	--	--	--	--
					30	MPH	55	2.70	95	4.1	10	1.60	58	4.3	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	55	1.70	20	9.0	5	0.03	32	8.7	--	--	--	--	--	--	--	--
512	1975	MERC	MONA	250	(12)	(26)	- RIGHT	EXHAUST -			- RT	AFTER	CONV	--	N/A				N/A			
			BEFORE MTCE		50	MPH	35	3.00	217	2.0	20	2.60	166	0.6	--	--	--	--	--	--	--	--
					30	MPH	50	1.40	389	4.2	20	0.05	430	3.5	--	--	--	--	--	--	--	--
					IDLE	(D)	95	1.70	116	6.7	25	0.05	131	5.6	--	--	--	--	--	--	--	--
					IDLE	(N)	60	1.10	22	8.3	25	0.05	52	7.7	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	35	2.60	286	1.2	20	0.95	266	0.1	--	--	--	--	--	--	--	--
					30	MPH	55	1.20	430	4.0	25	0.05	470	3.3	--	--	--	--	--	--	--	--
					IDLE	(D)	90	2.00	106	6.6	25	0.05	151	5.6	--	--	--	--	--	--	--	--
					IDLE	(N)	65	1.30	24	8.3	25	0.05	55	7.8	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	30	2.30	237	0.8	25	2.00	196	0.1	--	--	--	--	--	--	--	--
					30	MPH	35	1.30	247	2.9	25	0.05	266	2.6	--	--	--	--	--	--	--	--
					IDLE	(D)	70	1.70	95	6.4	30	0.05	126	5.5	--	--	--	--	--	--	--	--
					IDLE	(N)	60	1.10	28	8.1	32	0.05	57	7.5	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	40	2.30	232	0.7	30	1.90	212	0.1	--	--	--	--	--	--	--	--
					30	MPH	40	1.50	232	2.9	30	0.05	266	2.5	--	--	--	--	--	--	--	--
					IDLE	(D)	75	1.90	96	6.3	30	0.05	118	5.0	--	--	--	--	--	--	--	--
					IDLE	(N)	60	1.30	26	7.9	35	0.05	62	7.2	--	--	--	--	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL CID	H.P. 30MPH	H.P. 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
513	1975	OLDS	OMEG 250	(12)	(26)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE	50	MPH	125	3.30	747	0.7	110	3.10	665	2.0	—	—	—	—	—	—	—	—
				30	MPH	125	0.25	1343	3.1	50	0.03	1368	3.5	—	—	—	—	—	—	—	—
				IDLE	(D)	1950	1.60	239	7.8	240	0.03	307	3.8	—	—	—	—	—	—	—	—
				IDLE	(N)	2000	0.70	116	8.3	240	0.03	146	4.9	—	—	—	—	—	—	—	—
			REPLICATE	50	MPH	135	3.30	737	0.7	105	3.10	614	2.0	—	—	—	—	—	—	—	—
				30	MPH	160	0.30	1318	2.9	50	0.02	1343	3.3	—	—	—	—	—	—	—	—
				IDLE	(D)	1850	0.55	222	7.3	110	0.02	266	3.5	—	—	—	—	—	—	—	—
				IDLE	(N)	2000	1.00	101	8.1	50	0.03	116	4.2	—	—	—	—	—	—	—	—
			AFTER MTCE	50	MPH	110	5.30	217	0.6	100	5.20	342	0.2	—	—	—	—	—	—	—	—
				30	MPH	65	0.15	593	2.3	20	0.04	945	1.3	—	—	—	—	—	—	—	—
				IDLE	(D)	280	1.50	159	1.7	280	2.25	74	0.3	—	—	—	—	—	—	—	—
				IDLE	(N)	240	0.70	56	1.5	210	0.90	41	0.1	—	—	—	—	—	—	—	—
			REPLICATE	50	MPH	100	5.10	204	0.7	100	5.10	358	0.3	—	—	—	—	—	—	—	—
				30	MPH	70	1.50	593	2.7	20	0.02	1045	1.5	—	—	—	—	—	—	—	—
				IDLE	(D)	290	2.60	85	1.4	190	0.90	101	0.2	—	—	—	—	—	—	—	—
				IDLE	(N)	270	1.80	56	1.4	220	1.40	40	0.2	—	—	—	—	—	—	—	—
514	1975	PLYM	GRNF 400	(18)	(36)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE	50	MPH	85	3.50	675	0.4	85	4.00	634	0.1	—	—	—	—	—	—	—	—
				30	MPH	70	2.60	552	0.3	60	2.50	552	0.1	—	—	—	—	—	—	—	—
				IDLE	(D)	300	8.50	40	0.3	315	8.50	32	0.1	—	—	—	—	—	—	—	—
				IDLE	(N)	370	8.50	28	0.4	390	8.50	25	0.1	—	—	—	—	—	—	—	—
			REPLICATE	50	MPH	70	3.40	593	0.3	75	4.00	614	0.1	—	—	—	—	—	—	—	—
				30	MPH	100	2.50	593	0.3	70	2.50	573	0.1	—	—	—	—	—	—	—	—
				IDLE	(D)	290	8.80	42	0.3	330	8.90	32	0.1	—	—	—	—	—	—	—	—
				IDLE	(N)	380	8.50	32	0.4	400	8.60	28	0.1	—	—	—	—	—	—	—	—
			AFTER MTCE	50	MPH	70	2.60	491	1.9	60	3.00	532	0.1	—	—	—	—	—	—	—	—
				30	MPH	55	1.50	409	1.8	25	1.20	307	0.1	—	—	—	—	—	—	—	—
				IDLE	(D)	110	1.20	60	2.4	20	0.70	42	0.6	—	—	—	—	—	—	—	—
				IDLE	(N)	120	1.70	46	2.1	35	1.00	10	0.1	—	—	—	—	—	—	—	—
			REPLICATE	50	MPH	70	2.70	450	2.1	60	3.00	511	0.1	—	—	—	—	—	—	—	—
				30	MPH	50	1.50	409	2.1	20	1.30	307	0.1	—	—	—	—	—	—	—	—
				IDLE	(D)	90	1.60	58	2.6	10	0.10	75	0.4	—	—	—	—	—	—	—	—
				IDLE	(N)	120	1.30	48	2.6	25	0.50	4	0.1	—	—	—	—	—	—	—	—
515	1975	PONT	VENT 250	(12)	(26)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE	50	MPH	145	3.70	921	0.4	140	4.30	798	0.3	—	—	—	—	—	—	—	—
				30	MPH	135	0.18	1194	1.2	35	0.04	1244	1.3	—	—	—	—	—	—	—	—
				IDLE	(D)	235	0.23	470	1.1	40	0.07	307	0.5	—	—	—	—	—	—	—	—
				IDLE	(N)	155	0.26	84	1.9	30	0.03	82	1.7	—	—	—	—	—	—	—	—
			REPLICATE	50	MPH	145	4.40	716	0.4	145	4.70	716	0.2	—	—	—	—	—	—	—	—
				30	MPH	125	0.20	1393	0.8	30	0.12	1294	0.5	—	—	—	—	—	—	—	—
				IDLE	(D)	255	1.75	399	0.8	100	0.40	217	0.3	—	—	—	—	—	—	—	—
				IDLE	(N)	150	0.45	94	1.3	25	0.04	83	0.4	—	—	—	—	—	—	—	—
			AFTER MTCE	50	MPH	110	3.20	767	0.4	100	3.30	767	0.5	—	—	—	—	—	—	—	—
				30	MPH	110	0.70	757	0.4	45	0.85	645	0.2	—	—	—	—	—	—	—	—
				IDLE	(D)	135	0.12	75	3.9	15	0.04	101	3.5	—	—	—	—	—	—	—	—
				IDLE	(N)	75	0.20	33	4.0	15	0.03	38	4.0	—	—	—	—	—	—	—	—
			REPLICATE	50	MPH	115	3.40	767	0.4	100	3.20	757	0.4	—	—	—	—	—	—	—	—
				30	MPH	110	0.70	921	0.5	40	0.70	675	0.2	—	—	—	—	—	—	—	—
				IDLE	(D)	140	0.10	108	3.4	20	0.03	101	3.6	—	—	—	—	—	—	—	—
				IDLE	(N)	70	0.20	35	3.7	20	0.04	20	3.5	—	—	—	—	—	—	—	—
516	1975	BMW	SEDA 121	(12)	(26)	N/A				- T.P. COMPOSITE -				N/A				N/A			
			BEFORE MTCE	50	MPH	—	—	—	—	5	0.05	470	2.4	—	—	—	—	—	—	—	—
				30	MPH	—	—	—	—	5	0.10	189	3.5	—	—	—	—	—	—	—	—
				IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
				IDLE	(N)	—	—	—	—	10	0.10	103	2.1	—	—	—	—	—	—	—	—
			REPLICATE	50	MPH	—	—	—	—	10	0.10	481	3.1	—	—	—	—	—	—	—	—
				30	MPH	—	—	—	—	10	0.70	196	2.3	—	—	—	—	—	—	—	—
				IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
				IDLE	(N)	—	—	—	—	10	0.60	98	3.1	—	—	—	—	—	—	—	—
			AFTER MTCE	50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
				30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
				IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
				IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE	50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
				30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
				IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
				IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
517	1975	BMW	530I 182	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE	50	MPH	20	2.00	151	0.1	—	—	—	—	—	—	—	—	—	—	—	—
				30	MPH	20	3.40	55	0.1	—	—	—	—	—	—	—	—	—	—	—	—
				IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
				IDLE	(N)	2000	5.80	23	3.4	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE	50	MPH	30	3.90	97	0.2	—	—	—	—	—	—	—	—	—	—	—	—
				30	MPH	20	0.15	2	0.2	—	—	—	—	—	—	—	—	—	—	—	—
				IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
				IDLE	(N)	1260	0.90	3	3.6	—	—	—	—	—	—	—	—	—	—	—	—
			AFTER MTCE	50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
				30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
				IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
				IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE	50	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
				30	MPH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
				IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
				IDLE	(N)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N, CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P. 30MPH	H.P. 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
518	1975	SUBA	STAW	83	(9)	(21)	N/A				- T.P. COMPOSITE -				N/A				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	145	0.65	2065	4.2	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	135	1.90	583	5.1	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	290	1.50	44	6.5	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	140	1.25	1841	4.0	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	125	1.80	624	4.9	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	310	1.40	46	6.6	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	190	2.60	45	4.1	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	140	1.50	542	4.9	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	320	1.30	69	7.1	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	290	1.60	93	3.4	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	140	1.60	450	4.8	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	400	1.50	68	7.1	--	--	--	--	--	--	--	--
519	1975	MERB	450S	276	(15)	(31)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	--	--	--	--	40	1.15	522	1.6	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	35	1.00	94	1.3	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	60	2.10	35	1.0	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	45	1.00	32	1.5	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	40	1.20	634	1.7	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	30	1.00	88	1.3	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	75	2.60	35	1.0	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	70	1.30	31	1.5	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	--	--	--	--	50	0.70	593	2.0	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	35	0.80	90	1.4	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	40	0.90	37	1.6	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	25	0.35	36	1.9	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	45	0.70	542	2.3	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	40	0.70	93	1.7	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	45	1.00	36	1.9	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	30	0.40	35	2.4	--	--	--	--
520	1975	PORS	914	120	(9)	(21)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	--	--	--	--	40	0.30	952	4.0	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	40	0.15	358	5.9	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	60	0.65	82	3.1	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	40	0.30	726	4.3	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	40	0.15	450	6.0	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	40	0.65	83	3.0	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
521	1975	SAAB	99LE	121	(9)	(21)	N/A				N/A				N/A				- T.P. COMPOSITE -			
			BEFORE MTCE		50	MPH	--	--	--	--	--	--	--	--	--	--	--	--	90	0.50	2588	2.9
					30	MPH	--	--	--	--	--	--	--	--	--	--	--	--	120	0.50	1144	2.8
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	--	--	--	--	1550	1.15	82	6.5
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	--	--	--	--	160	0.50	2438	2.7
					30	MPH	--	--	--	--	--	--	--	--	--	--	--	--	180	0.30	1518	3.0
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	--	--	--	--	2000	1.00	95	7.1
			AFTER MTCE		50	MPH	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
522	1975	AMMO	HORN	232	(12)	(26)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	--	--	--	--	110	1.20	2090	0.8	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	135	0.60	1119	1.0	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	255	2.50	196	0.7	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	225	2.40	78	0.6	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	115	1.20	2413	0.7	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	130	0.40	1269	1.0	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	275	3.00	266	0.6	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	230	2.60	96	0.5	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	--	--	--	--	95	2.30	1343	0.5	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	115	1.80	511	0.4	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	250	3.70	118	0.7	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	210	3.60	68	0.7	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	90	2.20	1244	0.4	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	110	1.70	563	0.4	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	245	3.80	118	0.7	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	210	4.00	68	0.6	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
VEH NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
523	1975	AMMO	HORN	258	(12)	(26)	N/A				N/A				N/A				- T.P. COMPOSITE -			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	--	--	---	--	30	1.70	995	0.7
					30	MPH	--	--	---	--	--	--	---	--	--	--	---	--	60	0.75	552	0.8
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	115	3.30	189	0.7
					IDLE	(N)	--	--	---	--	--	--	---	--	--	--	---	--	100	3.20	116	1.0
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	--	--	---	--	30	1.65	1144	0.6
					30	MPH	--	--	---	--	--	--	---	--	--	--	---	--	50	0.80	655	0.7
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	115	3.00	224	0.7
					IDLE	(N)	--	--	---	--	--	--	---	--	--	--	---	--	105	3.10	123	1.0
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	--	--	---	--	45	1.60	1219	0.6
					30	MPH	--	--	---	--	--	--	---	--	--	--	---	--	70	0.55	501	0.9
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	100	0.25	239	1.8
					IDLE	(N)	--	--	---	--	--	--	---	--	--	--	---	--	80	0.28	123	1.8
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	--	--	---	--	45	1.50	1368	0.7
					30	MPH	--	--	---	--	--	--	---	--	--	--	---	--	80	0.60	542	0.8
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	95	0.25	237	2.0
					IDLE	(N)	--	--	---	--	--	--	---	--	--	--	---	--	75	0.28	118	1.9
524	1975	DODG	MONA	440	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50	MPH	90	1.00	895	5.1	80	1.20	829	5.1	--	--	---	--	--	--	---	--
					30	MPH	110	1.20	911	5.9	100	0.80	778	4.8	--	--	---	--	--	--	---	--
					IDLE	(D)	235	4.20	40	6.5	240	3.70	41	4.9	--	--	---	--	--	--	---	--
					IDLE	(N)	260	3.60	30	6.4	250	3.60	30	5.5	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	90	1.50	970	4.9	85	1.70	952	4.6	--	--	---	--	--	--	---	--
					30	MPH	120	1.60	921	6.0	120	1.20	900	4.9	--	--	---	--	--	--	---	--
					IDLE	(D)	210	3.10	46	6.4	280	5.00	36	4.8	--	--	---	--	--	--	---	--
					IDLE	(N)	240	3.50	31	7.1	280	3.80	30	5.7	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	40	0.60	819	4.2	30	0.70	757	3.2	--	--	---	--	--	--	---	--
					30	MPH	45	0.60	430	4.5	20	0.05	409	3.2	--	--	---	--	--	--	---	--
					IDLE	(D)	70	0.40	78	6.4	20	0.05	70	6.4	--	--	---	--	--	--	---	--
					IDLE	(N)	90	0.40	40	6.4	25	0.05	49	4.0	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	45	0.70	880	3.6	30	0.90	778	2.7	--	--	---	--	--	--	---	--
					30	MPH	50	0.50	788	4.5	20	0.05	829	3.3	--	--	---	--	--	--	---	--
					IDLE	(D)	70	0.40	89	5.8	20	0.05	60	4.4	--	--	---	--	--	--	---	--
					IDLE	(N)	90	0.50	44	5.5	25	0.05	46	5.4	--	--	---	--	--	--	---	--
525	1975	MERC	MARQ	460	(18)	(36)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	40	0.50	1070	3.9	25	0.18	1418	2.6	50	0.80	1493	3.0	20	0.05	1518	3.1
					30	MPH	40	1.10	327	2.7	25	0.45	430	2.2	55	1.40	389	3.0	20	0.05	419	2.5
					IDLE	(D)	75	2.50	82	3.4	40	0.95	80	2.1	65	2.60	65	2.5	20	0.05	76	2.7
					IDLE	(N)	45	1.70	31	4.4	30	0.60	48	3.6	30	1.20	35	3.6	20	0.04	52	4.5
			REPLICATE		50	MPH	40	0.60	1095	3.4	20	0.22	1393	2.2	50	0.90	1368	3.0	20	0.05	1418	2.4
					30	MPH	45	1.50	378	2.4	125	3.20	358	0.2	60	1.85	409	2.8	20	0.05	399	2.5
					IDLE	(D)	170	5.10	92	0.7	200	6.40	76	0.5	195	6.80	85	0.2	195	5.60	70	2.0
					IDLE	(N)	160	5.30	62	0.7	40	0.50	54	3.6	155	5.80	61	0.5	40	0.05	51	4.1
			AFTER MTCE		50	MPH	30	0.35	972	3.6	20	0.30	1294	3.0	40	0.45	1294	3.2	15	0.05	1368	2.9
					30	MPH	25	0.85	327	3.3	20	0.50	409	2.9	45	0.95	389	3.1	15	0.05	399	3.0
					IDLE	(D)	60	1.55	131	4.5	40	1.25	92	3.0	60	1.90	76	3.2	20	0.04	90	3.2
					IDLE	(N)	35	1.30	33	5.0	20	0.70	51	4.6	20	1.05	35	3.5	10	0.03	52	4.0
			REPLICATE		50	MPH	35	0.35	900	3.9	30	0.38	1144	2.8	50	0.55	1095	3.1	20	0.05	1194	2.8
					30	MPH	40	0.90	307	2.4	30	0.75	348	2.6	50	1.10	389	2.9	30	0.05	358	2.6
					IDLE	(D)	75	2.10	90	3.6	50	1.45	83	2.8	70	2.30	66	2.6	25	0.05	78	2.9
					IDLE	(N)	50	1.75	38	4.2	30	0.75	51	4.1	30	1.25	40	3.0	20	0.05	56	4.1
534	1975	AMMO	GREM	232	(12)	(26)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	65	0.39	1468	1.6	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	160	0.29	2015	1.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	245	8.20	49	1.2	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	75	0.70	1791	1.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	170	0.30	2065	1.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	260	7.70	49	1.1	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	55	0.80	1169	1.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	160	0.29	1592	1.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	135	0 80	69	1 2	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	70	0.70	1070	1.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	160	0.30	1542	1.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	135	0.75	71	1.2	--	--	---	--
535	1976	AMMO	HORN	232	(12)	(26)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	70	2.80	121	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	120	1.60	286	0.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	155	1.80	56	0.8	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	140	2.20	53	1.0	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	80	3.20	118	0.2	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	130	1.80	286	0.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	160	2.20	56	0.8	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	140	2.70	38	1.1	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	70	2.40	696	0.3	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	190	1.10	1642	0.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	140	0.35	196	1.3	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	110	0.30	88	1.5	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	75	2.10	900	0.3	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	160	1.40	1642	0.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	140	0.30	219	1.3	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	105	0.25	90	1.7	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N, CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
					30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
536	1975	AMMO	PACE	258	(12)	(26)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	50	2.30	962	0.2	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	100	3.50	286	0.1	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	180	6.20	81	0.4	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	170	6.40	62	0.3	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	80	3.20	757	0.2	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	150	4.20	227	0.1	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	200	6.60	80	0.3	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	180	6.40	60	0.3	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	65	1.45	982	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	135	3.20	286	0.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	120	0.82	181	0.7	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	100	0.68	106	0.8	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	70	2.20	846	0.3	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	160	3.60	266	0.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	130	0.80	191	0.7	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	120	1.10	106	0.7	--	--	---	--
538	1975	AMMO	HORN	232	(12)	(26)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	40	1.30	1095	4.1	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	60	0.20	970	5.7	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	25	1.40	40	3.7	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	35	1.20	1020	4.2	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	70	0.20	941	5.7	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	30	1.50	42	3.7	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	20	1.10	614	2.9	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	60	0.50	593	5.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	50	0.70	46	8.3	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	30	1.00	634	2.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	50	0.40	573	4.9	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	50	0.50	46	8.4	--	--	---	--
540	1975	AMMO	PACE	258	(12)	(26)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	60	0.70	1294	0.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	100	1.40	552	0.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	130	3.20	237	0.6	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	150	3.00	101	0.4	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	50	0.80	1692	0.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	90	1.50	614	0.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	120	3.50	255	0.6	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	140	3.20	108	0.4	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	35	3.80	563	0.2	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	55	4.00	307	0.1	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	90	1.70	296	0.6	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	95	2.60	143	1.0	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	35	3.90	1518	0.2	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	55	4.10	348	0.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	85	1.25	337	0.7	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	100	2.45	149	1.0	--	--	---	--
544	1975	BUIC	LESA	350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50	MPH	5	0.65	368	6.8	5	0.90	511	0.3	--	--	---	--	--	--	---	--
					30	MPH	80	2.20	161	6.8	90	2.90	207	0.0	--	--	---	--	--	--	---	--
					IDLE	(D)	140	2.60	56	6.5	160	4.00	34	0.2	--	--	---	--	--	--	---	--
					IDLE	(N)	140	3.30	36	6.3	200	4.80	24	0.2	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	30	1.00	450	6.4	30	1.50	655	0.1	--	--	---	--	--	--	---	--
					30	MPH	90	2.60	156	6.8	100	3.90	166	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	145	2.70	56	6.5	170	4.10	36	0.2	--	--	---	--	--	--	---	--
					IDLE	(N)	175	3.60	38	6.4	205	5.40	24	0.2	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	15	0.70	399	5.2	15	0.05	511	0.5	--	--	---	--	--	--	---	--
					30	MPH	50	1.50	174	6.1	90	2.30	232	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	90	0.35	77	7.1	5	0.05	138	1.0	--	--	---	--	--	--	---	--
					IDLE	(N)	50	0.35	37	6.9	20	0.05	60	0.7	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	20	1.10	399	5.2	40	1.00	460	0.2	--	--	---	--	--	--	---	--
					30	MPH	50	2.20	151	6.2	80	3.00	194	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	90	0.55	80	6.8	5	0.50	138	0.6	--	--	---	--	--	--	---	--
					IDLE	(N)	70	0.45	42	6.8	20	0.05	42	0.2	--	--	---	--	--	--	---	--
547	1975	BUIC	REGA	350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50	MPH	55	3.60	532	1.3	60	3.80	593	0.1	--	--	---	--	--	--	---	--
					30	MPH	95	2.40	327	2.2	105	2.70	286	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	170	4.70	96	2.6	200	5.50	54	0.3	--	--	---	--	--	--	---	--
					IDLE	(N)	160	5.40	58	2.3	175	6.10	36	0.2	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	60	3.80	573	1.6	65	3.90	593	0.2	--	--	---	--	--	--	---	--
					30	MPH	100	2.80	307	2.3	110	3.40	286	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	170	5.30	87	2.7	210	6.50	51	0.3	--	--	---	--	--	--	---	--
					IDLE	(N)	170	6.10	57	2.5	185	6.80	37	0.2	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	45	1.10	1020	3.8	45	1.90	970	0.1	--	--	---	--	--	--	---	--
					30	MPH	90	1.30	440	3.9	60	1.50	389	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	90	0.12	307	5.0	25	0.02	358	1.4	--	--	---	--	--	--	---	--
					IDLE	(N)	95	0.15	62	4.9	20	0.02	84	1.3	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	60	1.50	931	3.7	60	2.20	911	0.1	--	--	---	--	--	--	---	--
					30	MPH	85	2.20	358	3.7	90	2.80	307	0.0	--	--	---	--	--	--	---	--
					IDLE	(D)	95	0.15	317	4.8	20	0.02	366	1.2	--	--	---	--	--	--	---	--
					IDLE	(N)	45	0.27	66	4.5	20	0.02	87	1.1	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - $, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL CID	--- H.P. --- 30MPH 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
549	1975	BUIC	LESA 350	(15) (31)	- RIGHT EXHAUST -				- RT AFTER CONV --				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50 MPH	30	0.80	1070	4.5	20	0.60	846	0.2	--	--	---	--	--	--	---	--
				30 MPH	80	1.10	1244	3.7	50	1.20	1045	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	180	2.60	111	3.6	250	3.20	70	0.2	--	--	---	--	--	--	---	--
				IDLE (N)	130	2.20	40	3.9	150	3.00	29	0.2	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	30	1.50	839	3.6	20	1.40	839	0.1	--	--	---	--	--	--	---	--
				30 MPH	85	1.20	1244	3.2	70	1.50	1119	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	180	2.00	138	3.8	210	3.00	79	0.1	--	--	---	--	--	--	---	--
				IDLE (N)	150	2.00	45	3.1	140	2.50	29	0.2	--	--	---	--	--	--	---	--
			AFTER MTCE	50 MPH	40	0.90	583	5.6	30	1.20	747	0.2	--	--	---	--	--	--	---	--
				30 MPH	50	1.05	214	5.3	20	0.25	113	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	110	0.30	209	6.1	20	0.02	151	2.2	--	--	---	--	--	--	---	--
				IDLE (N)	55	0.15	30	7.4	15	0.02	60	2.4	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	40	0.90	563	5.7	25	1.15	798	0.1	--	--	---	--	--	--	---	--
				30 MPH	55	1.20	239	5.2	20	0.40	149	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	115	0.20	232	5.9	20	0.02	317	2.1	--	--	---	--	--	--	---	--
				IDLE (N)	60	1.15	29	7.3	20	0.02	57	2.5	--	--	---	--	--	--	---	--
550	1975	BUIC	LESA 350	(15) (31)	- RIGHT EXHAUST -				- RT AFTER CONV --				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50 MPH	40	2.00	542	0.7	50	2.30	511	0.4	--	--	---	--	--	--	---	--
				30 MPH	110	4.00	156	1.4	110	4.20	121	0.3	--	--	---	--	--	--	---	--
				IDLE (D)	190	6.20	50	2.4	225	6.90	18	0.3	--	--	---	--	--	--	---	--
				IDLE (N)	220	6.20	36	2.2	230	7.00	15	0.3	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	65	3.00	440	0.4	60	2.90	440	0.4	--	--	---	--	--	--	---	--
				30 MPH	120	4.20	151	1.3	125	4.80	95	0.3	--	--	---	--	--	--	---	--
				IDLE (D)	220	6.40	46	2.3	210	6.80	20	0.3	--	--	---	--	--	--	---	--
				IDLE (N)	230	6.60	36	2.2	270	7.30	15	0.3	--	--	---	--	--	--	---	--
			AFTER MTCE	50 MPH	30	1.70	552	0.4	30	1.70	593	0.1	--	--	---	--	--	--	---	--
				30 MPH	65	1.65	296	0.7	50	1.55	247	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	105	1.20	94	2.4	115	1.55	60	0.2	--	--	---	--	--	--	---	--
				IDLE (N)	90	1.80	46	2.1	90	1.75	29	0.2	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	45	2.20	552	0.3	50	2.20	532	0.1	--	--	---	--	--	--	---	--
				30 MPH	85	2.50	242	0.6	80	2.50	207	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	120	1.60	96	2.3	130	1.80	58	0.2	--	--	---	--	--	--	---	--
				IDLE (N)	100	2.00	49	1.9	105	2.20	28	0.2	--	--	---	--	--	--	---	--
551	1975	BUIC	LESA 455	(15) (31)	- RIGHT EXHAUST -				- RT AFTER CONV --				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50 MPH	110	1.60	1070	0.8	90	1.30	1045	0.4	--	--	---	--	--	--	---	--
				30 MPH	190	2.30	234	0.8	145	2.20	207	0.3	--	--	---	--	--	--	---	--
				IDLE (D)	260	4.50	44	0.7	240	4.10	38	0.4	--	--	---	--	--	--	---	--
				IDLE (N)	220	3.90	34	0.7	200	3.60	30	0.4	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	120	1.50	1013	0.8	100	1.50	1003	0.5	--	--	---	--	--	--	---	--
				30 MPH	190	3.50	204	0.8	150	2.70	222	0.3	--	--	---	--	--	--	---	--
				IDLE (D)	260	3.90	46	0.7	240	3.60	43	0.4	--	--	---	--	--	--	---	--
				IDLE (N)	220	4.20	35	0.6	200	3.80	33	0.4	--	--	---	--	--	--	---	--
			AFTER MTCE	50 MPH	80	1.60	860	0.4	70	1.40	808	0.2	--	--	---	--	--	--	---	--
				30 MPH	150	2.00	247	0.4	130	1.70	286	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	130	0.70	101	0.7	125	0.75	90	0.4	--	--	---	--	--	--	---	--
				IDLE (N)	90	0.65	52	0.7	80	0.60	50	0.4	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	75	1.05	716	0.4	35	0.70	655	0.2	--	--	---	--	--	--	---	--
				30 MPH	110	1.40	196	0.4	100	1.30	237	0.3	--	--	---	--	--	--	---	--
				IDLE (D)	120	0.60	101	0.7	40	0.15	98	0.4	--	--	---	--	--	--	---	--
				IDLE (N)	60	0.45	54	0.7	20	0.05	60	0.5	--	--	---	--	--	--	---	--
553	1975	BUIC	RIVI 455	(18) (36)	- RIGHT EXHAUST -				- RT AFTER CONV --				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50 MPH	60	1.25	880	2.5	20	0.05	819	1.1	--	--	---	--	--	--	---	--
				30 MPH	120	1.50	522	1.2	90	1.60	317	0.6	--	--	---	--	--	--	---	--
				IDLE (D)	95	2.50	91	0.9	80	2.60	66	0.6	--	--	---	--	--	--	---	--
				IDLE (N)	160	6.00	55	2.4	185	6.90	24	0.5	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	60	1.45	737	2.4	20	0.05	624	1.3	--	--	---	--	--	--	---	--
				30 MPH	115	1.70	389	1.0	95	1.70	327	0.4	--	--	---	--	--	--	---	--
				IDLE (D)	175	5.60	67	3.0	210	6.70	33	0.4	--	--	---	--	--	--	---	--
				IDLE (N)	180	6.50	51	2.6	195	6.90	30	0.4	--	--	---	--	--	--	---	--
			AFTER MTCE	50 MPH	65	4.00	945	2.3	20	0.16	511	0.2	--	--	---	--	--	--	---	--
				30 MPH	115	1.20	409	2.6	80	1.40	348	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	80	0.13	80	5.9	25	0.04	95	1.7	--	--	---	--	--	--	---	--
				IDLE (N)	50	0.18	38	5.4	20	0.03	54	1.5	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	65	1.20	995	2.5	20	0.19	430	0.2	--	--	---	--	--	--	---	--
				30 MPH	105	1.30	368	2.6	75	1.45	348	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	70	0.15	88	6.1	25	0.03	106	1.8	--	--	---	--	--	--	---	--
				IDLE (N)	50	0.15	38	5.7	20	0.03	55	1.6	--	--	---	--	--	--	---	--
554	1975	BUIC	STAW 455	(18) (36)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50 MPH	--	--	---	--	--	--	---	--	50	1.30	716	6.5	65	1.80	1070	0.3
				30 MPH	--	--	---	--	--	--	---	--	110	2.50	214	6.7	135	3.00	266	0.2
				IDLE (D)	--	--	---	--	--	--	---	--	190	4.50	40	6.4	215	6.00	46	0.3
				IDLE (N)	--	--	---	--	--	--	---	--	170	4.60	33	6.4	220	6.70	34	0.3
			REPLICATE	50 MPH	--	--	---	--	--	--	---	--	60	1.50	614	7.6	70	1.50	1045	0.2
				30 MPH	--	--	---	--	--	--	---	--	100	2.20	184	7.7	140	3.20	276	0.2
				IDLE (D)	--	--	---	--	--	--	---	--	180	4.20	38	7.6	220	6.60	44	0.3
				IDLE (N)	--	--	---	--	--	--	---	--	160	4.40	30	7.6	220	6.80	32	0.3
			AFTER MTCE	50 MPH	--	--	---	--	--	--	---	--	40	2.20	227	7.2	35	2.30	409	0.5
				30 MPH	--	--	---	--	--	--	---	--	80	1.00	255	7.8	75	1.50	368	0.3
				IDLE (D)	--	--	---	--	--	--	---	--	60	0.10	32	9.6	20	0.03	54	3.6
				IDLE (N)	--	--	---	--	--	--	---	--	55	0.12	20	9.0	15	0.03	42	2.9
			REPLICATE	50 MPH	--	--	---	--	--	--	---	--	50	2.40	307	7.3	40	2.60	501	0.4
				30 MPH	--	--	---	--	--	--	---	--	105	2.10	212	7.1	125	2.90	286	0.3
				IDLE (D)	--	--	---	--	--	--	---	--	70	0.10	66	8.3	30	0.02	96	2.3
				IDLE (N)	--	--	---	--	--	--	---	--	50	0.12	31	8.3	20	0.02	50	2.4

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH				--- H.P. --			RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM					
NO.	YEAR	MAKE	MODL CID	30MPH 50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
559	1975	CADI	ELDO 500	(18) (36)	- RIGHT EXHAUST -				- RT AFTER CONV --				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50 MPH	150	6.20	266	0.2	145	6.20	245	0.2	--	--	---	--	--	--	---	--
				30 MPH	185	3.70	470	0.5	170	3.90	450	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	365	8.00	72	1.0	380	9.00	64	0.5	--	--	---	--	--	--	---	--
				IDLE (N)	600	7.20	48	1.2	605	7.00	44	0.6	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	160	6.30	266	0.3	165	6.40	245	0.1	--	--	---	--	--	--	---	--
				30 MPH	200	4.10	450	0.7	180	4.00	470	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	380	7.70	82	1.3	390	8.90	66	0.5	--	--	---	--	--	--	---	--
				IDLE (N)	590	6.70	50	1.4	580	6.40	48	0.5	--	--	---	--	--	--	---	--
			AFTER MTCE	50 MPH	110	5.20	327	2.0	140	6.80	307	0.1	--	--	---	--	--	--	---	--
				30 MPH	135	2.90	470	2.0	150	3.00	511	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	125	0.15	348	4.7	60	0.05	348	3.2	--	--	---	--	--	--	---	--
				IDLE (N)	620	0.25	70	5.9	175	0.05	111	4.0	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	120	5.20	286	2.6	140	6.40	286	0.2	--	--	---	--	--	--	---	--
				30 MPH	150	2.80	409	3.0	150	3.00	450	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	130	0.15	327	5.4	60	0.05	368	3.1	--	--	---	--	--	--	---	--
				IDLE (N)	460	0.25	80	6.8	180	0.05	106	4.1	--	--	---	--	--	--	---	--
560	1975	CADI	DEVI 500	(18) (36)	- RIGHT EXHAUST -				- RT AFTER CONV --				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50 MPH	110	2.00	532	0.3	110	2.60	573	0.3	--	--	---	--	--	--	---	--
				30 MPH	170	3.20	430	2.3	180	3.40	470	0.3	--	--	---	--	--	--	---	--
				IDLE (D)	310	4.40	90	3.9	375	5.60	68	0.5	--	--	---	--	--	--	---	--
				IDLE (N)	420	4.80	48	4.0	600	5.60	39	0.3	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	130	2.60	552	0.3	120	2.40	573	0.1	--	--	---	--	--	--	---	--
				30 MPH	170	3.20	532	2.8	180	3.80	552	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	270	4.20	75	4.4	380	6.40	44	0.5	--	--	---	--	--	--	---	--
				IDLE (N)	430	5.40	38	4.4	640	6.40	28	0.3	--	--	---	--	--	--	---	--
			AFTER MTCE	50 MPH	90	5.30	337	0.7	90	5.50	307	0.2	--	--	---	--	--	--	---	--
				30 MPH	150	3.60	716	0.8	150	3.70	655	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	190	0.75	378	1.3	130	1.00	186	0.3	--	--	---	--	--	--	---	--
				IDLE (N)	260	1.35	92	1.1	190	0.80	44	0.3	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	100	5.70	368	0.7	100	5.90	327	0.2	--	--	---	--	--	--	---	--
				30 MPH	165	4.10	716	0.5	170	4.10	634	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	190	0.75	389	1.1	150	1.30	189	0.4	--	--	---	--	--	--	---	--
				IDLE (N)	270	1.50	83	0.9	220	1.20	46	0.3	--	--	---	--	--	--	---	--
565	1975	CHEV	VEGA 140	(12) (26)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50 MPH	--	--	---	--	--	--	---	--	160	5.40	716	1.6	130	5.40	716	0.2
				30 MPH	--	--	---	--	--	--	---	--	250	7.00	266	2.3	240	7.00	166	0.3
				IDLE (D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE (N)	--	--	---	--	--	--	---	--	800	10.00	9	3.9	900	10.00	9	0.6
			REPLICATE	50 MPH	--	--	---	--	--	--	---	--	120	6.40	563	1.8	120	6.80	675	0.2
				30 MPH	--	--	---	--	--	--	---	--	240	7.90	209	2.1	220	7.90	106	0.2
				IDLE (D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE (N)	--	--	---	--	--	--	---	--	950	10.00	12	3.7	980	10.00	5	0.8
			AFTER MTCE	50 MPH	--	--	---	--	--	--	---	--	70	3.20	1045	3.2	75	3.80	1119	0.3
				30 MPH	--	--	---	--	--	--	---	--	140	0.80	1003	4.6	90	0.95	839	0.5
				IDLE (D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE (N)	--	--	---	--	--	--	---	--	125	1.60	62	5.8	130	2.00	30	0.6
			REPLICATE	50 MPH	--	--	---	--	--	--	---	--	70	3.70	1095	2.7	75	4.00	1244	0.3
				30 MPH	--	--	---	--	--	--	---	--	145	1.20	962	4.3	145	2.05	1003	0.5
				IDLE (D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE (N)	--	--	---	--	--	--	---	--	160	3.10	62	5.8	180	4.60	26	0.6
567	1975	CHEV	VEGA 140	(9) (21)	- RIGHT EXHAUST -				- RT AFTER CONV --				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50 MPH	210	2.40	685	1.4	120	1.60	593	0.1	--	--	---	--	--	--	---	--
				30 MPH	110	2.00	470	2.3	110	2.60	430	0.0	--	--	---	--	--	--	---	--
				IDLE (D)	700	9.20	20	3.0	600	10.00	6	0.1	--	--	---	--	--	--	---	--
				IDLE (N)	650	9.00	25	3.2	800	9.00	12	0.2	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	50	2.00	716	1.6	30	0.80	122	0.1	--	--	---	--	--	--	---	--
				30 MPH	120	1.80	532	2.4	110	2.00	450	0.0	--	--	---	--	--	--	---	--
				IDLE (D)	600	8.80	26	3.1	600	9.80	6	0.1	--	--	---	--	--	--	---	--
				IDLE (N)	650	8.20	26	3.2	600	9.60	10	0.2	--	--	---	--	--	--	---	--
			AFTER MTCE	50 MPH	50	2.90	716	1.4	20	1.50	481	0.1	--	--	---	--	--	--	---	--
				30 MPH	40	0.20	634	1.9	25	0.05	645	0.7	--	--	---	--	--	--	---	--
				IDLE (D)	170	3.50	161	1.7	190	3.80	108	0.2	--	--	---	--	--	--	---	--
				IDLE (N)	140	3.00	82	1.7	150	3.20	51	0.2	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	50	2.60	788	1.2	25	2.45	1070	0.1	--	--	---	--	--	--	---	--
				30 MPH	60	0.30	593	1.4	20	0.02	552	0.3	--	--	---	--	--	--	---	--
				IDLE (D)	185	4.40	128	1.6	205	4.20	65	0.2	--	--	---	--	--	--	---	--
				IDLE (N)	195	3.80	78	1.8	165	3.60	49	0.2	--	--	---	--	--	--	---	--
568	1975	CHEV	VEGA 140	(9) (21)	- RIGHT EXHAUST -				- RT AFTER CONV --				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50 MPH	45	1.40	860	1.4	20	1.00	757	0.1	--	--	---	--	--	--	---	--
				30 MPH	120	2.00	266	2.5	120	2.50	176	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	420	10.00	30	2.8	420	10.00	5	0.5	--	--	---	--	--	--	---	--
				IDLE (N)	335	9.00	32	2.8	350	9.80	6	0.6	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	40	1.50	952	1.6	20	1.10	696	0.1	--	--	---	--	--	--	---	--
				30 MPH	95	2.00	276	2.5	95	2.50	171	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	360	10.00	24	2.9	400	10.00	5	0.6	--	--	---	--	--	--	---	--
				IDLE (N)	360	9.00	32	3.0	350	10.00	8	0.6	--	--	---	--	--	--	---	--
			AFTER MTCE	50 MPH	40	0.90	900	4.0	10	0.40	430	0.2	--	--	---	--	--	--	---	--
				30 MPH	50	0.40	389	4.7	10	0.05	409	0.2	--	--	---	--	--	--	---	--
				IDLE (D)	200	1.40	74	4.7	200	1.50	32	0.7	--	--	---	--	--	--	---	--
				IDLE (N)	170	1.10	49	4.7	120	1.10	14	0.7	--	--	---	--	--	--	---	--
			REPLICATE	50 MPH	40	0.90	941	3.0	10	0.50	409	0.2	--	--	---	--	--	--	---	--
				30 MPH	100	0.45	389	3.0	35	0.50	92	0.1	--	--	---	--	--	--	---	--
				IDLE (D)	220	1.80	80	3.0	160	2.50	25	0.4	--	--	---	--	--	--	---	--
				IDLE (N)	180	0.60	52	2.8	110	0.60	12	0.5	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
					30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
569	1975	CHEV	VEGA	140	(9)	(21)	— N/A —				— N/A —				— LEFT EXHAUST —				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	—	—	—	—	—	—	—	—	50	1.20	1493	2.8	30	0.55	1045	0.2
					30	MPH	—	—	—	—	—	—	—	—	70	0.28	522	4.2	40	0.02	655	0.5
					IDLE	(D)	—	—	—	—	—	—	—	—	310	7.60	40	4.3	350	9.10	12	0.2
					IDLE	(N)	—	—	—	—	—	—	—	—	310	7.00	41	4.3	335	8.10	14	0.1
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	50	1.30	1418	2.7	20	0.90	1045	0.2
					30	MPH	—	—	—	—	—	—	—	—	80	0.50	532	4.2	50	0.30	286	0.1
					IDLE	(D)	—	—	—	—	—	—	—	—	310	7.70	41	4.5	340	9.40	11	0.1
					IDLE	(N)	—	—	—	—	—	—	—	—	300	7.00	42	4.3	340	8.40	16	0.1
			AFTER MTCE		50	MPH	—	—	—	—	—	—	—	—	60	1.80	1269	1.8	20	0.50	696	0.2
					30	MPH	—	—	—	—	—	—	—	—	30	0.18	583	2.8	15	0.05	645	0.8
					IDLE	(D)	—	—	—	—	—	—	—	—	120	0.35	266	3.1	20	0.03	126	0.2
					IDLE	(N)	—	—	—	—	—	—	—	—	60	0.45	83	2.9	15	0.05	40	0.2
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	50	1.70	1443	1.6	20	0.70	860	0.2
					30	MPH	—	—	—	—	—	—	—	—	115	0.55	563	2.5	35	0.30	106	0.2
					IDLE	(D)	—	—	—	—	—	—	—	—	135	0.45	307	2.9	25	0.15	126	0.2
					IDLE	(N)	—	—	—	—	—	—	—	—	75	0.80	96	2.6	20	0.20	40	0.1
570	1975	CHEV	MONZ	140	(12)	(26)	— N/A —				— N/A —				— LEFT EXHAUST —				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	—	—	—	—	—	—	—	—	40	5.00	1244	3.2	15	0.20	634	0.4
					30	MPH	—	—	—	—	—	—	—	—	140	4.00	583	3.7	110	5.20	532	0.1
					IDLE	(D)	—	—	—	—	—	—	—	—	335	6.60	51	4.8	300	7.20	18	0.6
					IDLE	(N)	—	—	—	—	—	—	—	—	260	6.00	50	4.6	290	7.20	17	0.7
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	35	4.20	1045	3.4	15	0.15	839	0.5
					30	MPH	—	—	—	—	—	—	—	—	120	2.00	460	3.6	110	2.50	327	0.3
					IDLE	(D)	—	—	—	—	—	—	—	—	380	7.60	40	5.1	390	9.20	14	0.6
					IDLE	(N)	—	—	—	—	—	—	—	—	300	7.00	45	4.8	335	8.30	16	0.7
			AFTER MTCE		50	MPH	—	—	—	—	—	—	—	—	60	1.50	1194	4.3	10	0.50	921	0.4
					30	MPH	—	—	—	—	—	—	—	—	140	0.70	655	4.5	90	0.60	593	0.4
					IDLE	(D)	—	—	—	—	—	—	—	—	480	3.50	131	5.9	380	3.60	45	0.8
					IDLE	(N)	—	—	—	—	—	—	—	—	360	1.10	62	5.6	140	0.60	20	1.0
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	60	1.10	1169	3.5	20	0.40	746	0.7
					30	MPH	—	—	—	—	—	—	—	—	140	1.00	604	2.6	130	1.20	573	0.2
					IDLE	(D)	—	—	—	—	—	—	—	—	480	3.00	92	3.4	460	3.40	38	0.4
					IDLE	(N)	—	—	—	—	—	—	—	—	350	0.60	62	3.4	320	1.50	26	0.9
571	1975	CHEV	VEGA	140	(9)	(21)	— N/A —				— N/A —				— LEFT EXHAUST —				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	—	—	—	—	—	—	—	—	280	7.00	286	0.2	420	6.00	368	0.2
					30	MPH	—	—	—	—	—	—	—	—	480	4.40	604	0.5	430	4.40	450	0.1
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	800	10.00	36	0.6	800	10.00	13	0.4
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	300	4.00	778	0.2	260	3.80	757	0.2
					30	MPH	—	—	—	—	—	—	—	—	520	5.80	430	0.6	415	5.80	348	0.1
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	840	10.00	42	0.5	840	10.00	13	0.4
			AFTER MTCE		50	MPH	—	—	—	—	—	—	—	—	120	4.20	511	3.2	165	5.00	450	0.1
					30	MPH	—	—	—	—	—	—	—	—	170	2.00	593	5.6	250	3.50	716	0.1
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	360	3.80	44	6.5	600	5.00	20	0.8
			REPLICATE		50	MPH	—	—	—	—	—	—	—	—	160	5.20	491	2.2	200	5.60	348	0.2
					30	MPH	—	—	—	—	—	—	—	—	320	3.60	460	5.2	335	5.00	358	0.1
					IDLE	(D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	—	—	—	—	—	—	—	—	420	3.80	419	5.8	500	5.60	12	0.6
580	1975	CHEV	NOVA	350	(12)	(26)	- RIGHT EXHAUST -				- RT AFTER CONV —				— N/A —				— N/A —			
			BEFORE MTCE		50	MPH	120	2.00	900	0.8	120	1.80	995	0.0	—	—	—	—	—	—	—	—
					30	MPH	130	1.50	307	1.9	130	2.00	307	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	280	5.40	60	1.8	280	6.00	38	0.2	—	—	—	—	—	—	—	—
					IDLE	(N)	230	4.60	42	1.8	260	5.00	23	0.2	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	70	2.60	860	0.8	70	2.30	962	0.1	—	—	—	—	—	—	—	—
					30	MPH	100	2.40	327	1.7	110	3.00	307	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	230	5.00	62	2.0	230	5.90	34	0.1	—	—	—	—	—	—	—	—
					IDLE	(N)	200	5.00	42	2.0	240	5.90	23	0.2	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	80	1.60	726	2.0	70	1.40	798	0.3	—	—	—	—	—	—	—	—
					30	MPH	100	1.10	286	2.7	30	0.80	166	0.3	—	—	—	—	—	—	—	—
					IDLE	(D)	95	0.15	196	4.1	40	0.05	202	2.3	—	—	—	—	—	—	—	—
					IDLE	(N)	150	0.25	51	4.5	45	0.04	68	1.7	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	50	2.30	737	1.4	45	1.70	829	0.2	—	—	—	—	—	—	—	—
					30	MPH	70	1.05	286	2.8	30	0.90	266	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	80	0.22	222	3.9	10	0.04	217	2.3	—	—	—	—	—	—	—	—
					IDLE	(N)	105	0.28	56	4.6	15	0.04	69	1.9	—	—	—	—	—	—	—	—
581	1975	CHEV	NOVA	350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV —				— N/A —				— N/A —			
			BEFORE MTCE		50	MPH	80	1.50	1294	1.4	65	1.40	1194	0.3	—	—	—	—	—	—	—	—
					30	MPH	110	1.00	675	1.6	75	1.10	552	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	245	7.00	106	1.4	240	7.20	96	0.2	—	—	—	—	—	—	—	—
					IDLE	(N)	230	7.00	54	1.4	240	7.40	48	0.2	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	100	2.30	1318	1.0	90	2.30	1318	0.3	—	—	—	—	—	—	—	—
					30	MPH	125	2.00	655	1.1	130	2.20	532	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	240	6.90	121	1.2	230	7.20	111	0.2	—	—	—	—	—	—	—	—
					IDLE	(N)	230	7.20	60	1.1	240	7.60	55	0.2	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	70	1.30	941	2.8	60	1.50	819	0.9	—	—	—	—	—	—	—	—
					30	MPH	70	0.70	430	3.5	40	0.45	151	1.0	—	—	—	—	—	—	—	—
					IDLE	(D)	140	2.70	191	4.1	115	2.60	126	1.2	—	—	—	—	—	—	—	—
					IDLE	(N)	105	2.50	52	4.2	90	2.40	35	1.1	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	60	1.60	945	2.9	70	2.00	945	0.8	—	—	—	—	—	—	—	—
					30	MPH	60	1.00	450	3.3	30	0.85	327	0.8	—	—	—	—	—	—	—	—
					IDLE	(D)	130	2.60	191	3.9	120	2.60	126	1.0	—	—	—	—	—	—	—	—
					IDLE	(N)	110	2.50	55	3.8	90	2.40	42	1.0	—	—	—	—	—	—	—	—

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - $, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
582	1975	CHEV	NOVA	350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --						N/A				N/A	
			BEFORE MTCE		50	MPH	100	2.45	778	6.1	120	3.80	1045	0.1	—	—	—	—	—	—	—	—
					30	MPH	115	1.60	327	6.2	130	2.35	450	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	180	1.85	222	5.9	210	2.60	286	0.3	—	—	—	—	—	—	—	—
					IDLE	(N)	125	1.60	52	5.8	145	2.10	76	0.3	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	110	3.70	614	5.3	145	5.40	798	0.1	—	—	—	—	—	—	—	—
					30	MPH	125	3.00	286	4.0	155	3.70	348	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	180	2.15	212	3.3	205	1.95	368	0.3	—	—	—	—	—	—	—	—
					IDLE	(N)	145	2.30	54	3.1	170	2.90	78	0.2	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	65	1.80	655	6.6	75	2.70	941	0.2	—	—	—	—	—	—	—	—
					30	MPH	90	1.24	307	6.8	90	1.87	430	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	115	0.11	131	9.0	35	0.04	217	3.6	—	—	—	—	—	—	—	—
					IDLE	(N)	600	0.19	28	9.7	75	0.03	60	4.1	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	85	2.15	563	6.5	105	3.40	839	0.1	—	—	—	—	—	—	—	—
					30	MPH	90	1.40	266	6.5	85	1.90	368	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	100	0.12	111	8.8	10	0.03	202	3.6	—	—	—	—	—	—	—	—
					IDLE	(N)	410	0.19	30	9.6	55	0.03	56	4.0	—	—	—	—	—	—	—	—
583	1975	CHEV	NOVA	350	(12)	(26)	- RIGHT EXHAUST -				- RT AFTER CONV --						N/A				N/A	
			BEFORE MTCE		50	MPH	215	4.80	665	0.9	210	4.80	675	0.2	—	—	—	—	—	—	—	—
					30	MPH	240	3.40	286	1.4	250	4.80	232	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	400	5.00	62	2.4	400	5.60	56	0.5	—	—	—	—	—	—	—	—
					IDLE	(N)	320	3.30	48	2.2	330	4.40	32	0.8	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	220	6.00	583	0.7	210	6.00	573	0.4	—	—	—	—	—	—	—	—
					30	MPH	250	4.00	68	1.2	250	4.40	212	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	400	5.80	62	2.2	370	4.80	58	0.5	—	—	—	—	—	—	—	—
					IDLE	(N)	330	4.80	47	2.2	310	3.80	33	0.9	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	190	5.00	604	0.9	205	4.90	614	0.2	—	—	—	—	—	—	—	—
					30	MPH	215	3.30	286	1.7	225	3.60	247	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	255	1.30	232	2.9	275	1.05	189	0.3	—	—	—	—	—	—	—	—
					IDLE	(N)	175	1.20	71	2.8	170	1.10	60	0.2	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	215	6.60	450	0.7	220	6.00	491	0.2	—	—	—	—	—	—	—	—
					30	MPH	220	4.20	237	1.6	250	4.20	229	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	260	1.50	227	2.8	305	2.45	161	0.3	—	—	—	—	—	—	—	—
					IDLE	(N)	190	1.40	72	2.6	180	1.60	66	0.2	—	—	—	—	—	—	—	—
588	1975	CHEV	MONT	350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --						N/A				N/A	
			BEFORE MTCE		50	MPH	30	0.42	1194	1.4	10	0.05	798	0.3	—	—	—	—	—	—	—	—
					30	MPH	30	0.12	1045	1.9	10	0.02	1095	0.9	—	—	—	—	—	—	—	—
					IDLE	(D)	90	1.95	136	1.3	100	1.90	92	0.2	—	—	—	—	—	—	—	—
					IDLE	(N)	90	1.42	64	1.3	90	1.40	46	0.1	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	30	0.50	1144	1.5	15	0.40	307	0.1	—	—	—	—	—	—	—	—
					30	MPH	35	0.20	941	2.0	10	0.20	995	0.6	—	—	—	—	—	—	—	—
					IDLE	(D)	90	1.60	151	1.4	90	1.95	126	0.2	—	—	—	—	—	—	—	—
					IDLE	(N)	85	1.40	66	1.5	80	1.40	48	0.1	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	40	1.25	995	1.4	5	0.31	327	0.1	—	—	—	—	—	—	—	—
					30	MPH	35	0.45	726	2.0	20	0.03	819	0.7	—	—	—	—	—	—	—	—
					IDLE	(D)	175	0.75	156	1.2	40	0.20	80	0.3	—	—	—	—	—	—	—	—
					IDLE	(N)	120	0.28	54	1.9	25	0.04	62	1.4	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	80	1.20	1045	1.3	25	0.35	409	0.1	—	—	—	—	—	—	—	—
					30	MPH	85	0.52	767	1.7	20	0.03	860	0.6	—	—	—	—	—	—	—	—
					IDLE	(D)	140	0.50	194	1.6	5	0.03	176	0.8	—	—	—	—	—	—	—	—
					IDLE	(N)	140	0.25	59	1.9	15	0.04	68	1.2	—	—	—	—	—	—	—	—
589	1975	CHEV	MALI	350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --						N/A				N/A	
			BEFORE MTCE		50	MPH	125	3.20	839	0.5	80	1.00	767	0.4	—	—	—	—	—	—	—	—
					30	MPH	140	0.70	634	1.5	50	0.08	532	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	390	8.40	49	1.3	375	9.20	21	0.1	—	—	—	—	—	—	—	—
					IDLE	(N)	440	8.20	35	1.3	450	8.20	15	0.1	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	145	4.00	860	0.6	140	3.00	788	0.2	—	—	—	—	—	—	—	—
					30	MPH	180	1.10	634	1.1	130	1.60	481	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	540	9.80	39	1.3	620	10.00	8	0.0	—	—	—	—	—	—	—	—
					IDLE	(N)	590	9.20	32	1.4	480	8.70	10	0.0	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	110	2.80	716	0.3	140	3.20	573	0.1	—	—	—	—	—	—	—	—
					30	MPH	130	1.80	450	1.1	80	1.40	242	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	200	0.90	68	2.3	55	0.05	50	0.0	—	—	—	—	—	—	—	—
					IDLE	(N)	250	0.90	60	2.4	45	0.05	50	0.1	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	80	2.80	634	0.6	50	2.40	614	0.2	—	—	—	—	—	—	—	—
					30	MPH	70	0.70	532	1.5	20	0.05	573	0.2	—	—	—	—	—	—	—	—
					IDLE	(D)	160	1.50	151	1.8	70	1.00	66	0.1	—	—	—	—	—	—	—	—
					IDLE	(N)	170	1.60	64	2.0	110	0.90	22	0.1	—	—	—	—	—	—	—	—
591	1975	CHEV	MONT	350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --						N/A				N/A	
			BEFORE MTCE		50	MPH	195	7.20	337	0.2	195	7.20	337	0.2	—	—	—	—	—	—	—	—
					30	MPH	270	6.30	186	0.2	240	6.60	171	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	450	9.90	48	0.4	395	9.20	42	0.1	—	—	—	—	—	—	—	—
					IDLE	(N)	460	8.50	38	0.6	460	8.50	30	0.1	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	190	7.50	307	0.2	190	7.60	286	0.2	—	—	—	—	—	—	—	—
					30	MPH	260	7.20	161	0.4	240	7.20	136	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	490	10.00	35	0.6	390	9.40	38	0.1	—	—	—	—	—	—	—	—
					IDLE	(N)	480	8.90	35	0.6	500	9.80	25	0.1	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	170	8.80	217	0.2	170	7.60	227	0.1	—	—	—	—	—	—	—	—
					30	MPH	190	6.40	128	0.8	190	6.80	101	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	160	0.65	327	1.7	60	0.15	106	0.1	—	—	—	—	—	—	—	—
					IDLE	(N)	80	0.75	72	1.7	35	0.50	15	0.1	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	170	8.40	202	0.2	160	8.40	161	0.1	—	—	—	—	—	—	—	—
					30	MPH	195	7.40	108	0.5	195	7.60	78	0.1	—	—	—	—	—	—	—	—
					IDLE	(D)	170	0.90	286	1.7	85	0.35	136	0.1	—	—	—	—	—	—	—	—
					IDLE	(N)	120	1.00	70	1.8	35	0.05	15	0.0	—	—	—	—	—	—	—	—

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL CID	H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
				30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
592	1975	CHEV	MONT 350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --						N/A				N/A	
			BEFORE MTCE	50	MPH	115	2.70	1045	0.8	115	2.70	1020	0.2	--	--	---	--	--	--	---	--
				30	MPH	130	2.20	378	3.0	130	2.60	378	0.1	--	--	---	--	--	--	---	--
				IDLE	(D)	220	5.00	70	4.2	230	6.20	45	0.2	--	--	---	--	--	--	---	--
				IDLE	(N)	260	4.40	44	4.1	300	4.80	29	0.2	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	115	3.40	900	0.8	115	3.80	900	0.2	--	--	---	--	--	--	---	--
				30	MPH	130	3.20	327	3.0	130	3.20	327	0.1	--	--	---	--	--	--	---	--
				IDLE	(D)	300	6.00	60	4.1	340	9.20	30	0.1	--	--	---	--	--	--	---	--
				IDLE	(N)	320	4.60	42	4.1	340	5.70	27	0.2	--	--	---	--	--	--	---	--
			AFTER MTCE	50	MPH	100	2.60	593	1.8	100	2.80	767	0.1	--	--	---	--	--	--	---	--
				30	MPH	90	2.00	242	2.9	100	2.10	941	0.1	--	--	---	--	--	--	---	--
				IDLE	(D)	210	0.25	237	6.2	25	0.04	286	3.1	--	--	---	--	--	--	---	--
				IDLE	(N)	800	0.35	50	6.9	35	0.05	80	3.4	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	110	3.80	675	1.6	85	3.10	778	0.1	--	--	---	--	--	--	---	--
				30	MPH	100	2.40	327	2.4	100	3.10	307	0.1	--	--	---	--	--	--	---	--
				IDLE	(D)	170	0.10	286	5.8	25	0.03	337	3.4	--	--	---	--	--	--	---	--
				IDLE	(N)	800	0.25	56	6.4	40	0.02	84	2.7	--	--	---	--	--	--	---	--
593	1975	CHEV	MALI 350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --						N/A				N/A	
			BEFORE MTCE	50	MPH	80	2.60	900	0.7	60	2.80	716	0.2	--	--	---	--	--	--	---	--
				30	MPH	150	4.00	481	3.8	20	2.60	460	0.2	--	--	---	--	--	--	---	--
				IDLE	(D)	300	7.00	25	6.6	290	6.60	57	0.2	--	--	---	--	--	--	---	--
				IDLE	(N)	300	5.80	25	6.7	385	7.60	35	0.2	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	75	2.20	972	0.6	100	3.00	798	0.2	--	--	---	--	--	--	---	--
				30	MPH	140	4.20	368	3.4	150	2.60	348	0.2	--	--	---	--	--	--	---	--
				IDLE	(D)	365	7.20	38	6.2	460	9.90	22	0.1	--	--	---	--	--	--	---	--
				IDLE	(N)	370	6.60	20	6.6	470	9.40	26	0.2	--	--	---	--	--	--	---	--
			AFTER MTCE	50	MPH	40	1.10	829	0.5	40	1.00	696	0.3	--	--	---	--	--	--	---	--
				30	MPH	40	0.18	716	1.4	20	0.02	665	1.2	--	--	---	--	--	--	---	--
				IDLE	(D)	100	0.55	207	1.7	15	0.09	103	0.2	--	--	---	--	--	--	---	--
				IDLE	(N)	75	0.45	65	1.9	20	0.02	72	1.0	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	50	1.60	68	0.5	50	1.50	696	0.3	--	--	---	--	--	--	---	--
				30	MPH	40	0.20	532	1.1	20	0.02	757	0.7	--	--	---	--	--	--	---	--
				IDLE	(D)	110	0.55	214	1.5	20	1.90	85	0.2	--	--	---	--	--	--	---	--
				IDLE	(N)	75	0.45	60	1.8	20	0.02	72	1.0	--	--	---	--	--	--	---	--
594	1975	CHEV	MONT 350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --						N/A				N/A	
			BEFORE MTCE	50	MPH	50	0.50	1045	1.1	20	0.05	945	1.0	--	--	---	--	--	--	---	--
				30	MPH	80	1.80	327	1.0	50	1.60	245	0.3	--	--	---	--	--	--	---	--
				IDLE	(D)	260	8.40	58	1.3	250	7.60	26	0.4	--	--	---	--	--	--	---	--
				IDLE	(N)	290	6.40	40	1.4	280	6.20	22	0.3	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	40	0.60	1045	0.9	10	0.10	450	0.3	--	--	---	--	--	--	---	--
				30	MPH	80	2.40	307	0.7	80	2.40	225	0.2	--	--	---	--	--	--	---	--
				IDLE	(D)	230	6.80	80	1.1	270	7.60	20	0.4	--	--	---	--	--	--	---	--
				IDLE	(N)	275	6.40	38	1.2	285	6.00	20	0.3	--	--	---	--	--	--	---	--
			AFTER MTCE	50	MPH	60	1.80	634	0.3	30	1.60	655	0.1	--	--	---	--	--	--	---	--
				30	MPH	50	1.00	225	0.7	20	1.20	196	0.0	--	--	---	--	--	--	---	--
				IDLE	(D)	120	1.50	131	0.9	40	0.85	42	0.2	--	--	---	--	--	--	---	--
				IDLE	(N)	60	0.90	56	1.6	60	0.20	58	0.1	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	30	1.20	614	0.3	20	1.40	593	0.2	--	--	---	--	--	--	---	--
				30	MPH	45	1.00	327	0.7	10	0.80	196	0.0	--	--	---	--	--	--	---	--
				IDLE	(D)	120	1.70	156	1.3	60	1.00	48	0.2	--	--	---	--	--	--	---	--
				IDLE	(N)	100	0.80	36	1.6	20	0.40	30	0.1	--	--	---	--	--	--	---	--
595	1975	CHEV	MALI 350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --						N/A				N/A	
			BEFORE MTCE	50	MPH	85	2.30	819	0.9	55	1.60	532	0.6	--	--	---	--	--	--	---	--
				30	MPH	115	1.40	532	1.5	95	1.35	470	0.3	--	--	---	--	--	--	---	--
				IDLE	(D)	200	1.55	227	1.5	190	1.90	176	0.2	--	--	---	--	--	--	---	--
				IDLE	(N)	150	1.35	68	1.6	110	0.92	30	0.2	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	95	1.85	921	0.6	80	1.90	696	0.3	--	--	---	--	--	--	---	--
				30	MPH	125	2.00	532	1.1	110	1.80	491	0.1	--	--	---	--	--	--	---	--
				IDLE	(D)	200	1.80	207	1.2	185	2.45	131	0.1	--	--	---	--	--	--	---	--
				IDLE	(N)	150	1.85	62	1.3	130	1.25	42	0.2	--	--	---	--	--	--	---	--
			AFTER MTCE	50	MPH	75	2.60	655	0.5	10	2.80	647	0.2	--	--	---	--	--	--	---	--
				30	MPH	180	2.30	737	0.4	50	2.00	746	0.1	--	--	---	--	--	--	---	--
				IDLE	(D)	220	1.00	358	1.8	10	0.05	368	1.4	--	--	---	--	--	--	---	--
				IDLE	(N)	180	1.10	106	2.3	10	0.05	101	1.4	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	70	3.30	665	0.6	80	3.60	675	0.3	--	--	---	--	--	--	---	--
				30	MPH	185	3.70	522	0.6	130	3.40	532	0.1	--	--	---	--	--	--	---	--
				IDLE	(D)	240	0.70	317	1.6	30	0.05	307	1.4	--	--	---	--	--	--	---	--
				IDLE	(N)	205	0.70	88	2.0	30	0.05	90	1.8	--	--	---	--	--	--	---	--
596	1975	CHEV	STAW 350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --						N/A				N/A	
			BEFORE MTCE	50	MPH	70	1.85	788	1.5	135	1.90	819	0.5	--	--	---	--	--	--	---	--
				30	MPH	100	0.90	532	1.6	35	0.06	266	0.1	--	--	---	--	--	--	---	--
				IDLE	(D)	190	6.00	70	2.6	225	8.20	18	0.3	--	--	---	--	--	--	---	--
				IDLE	(N)	195	4.60	51	2.0	195	5.00	19	0.1	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	60	2.00	819	1.4	75	2.00	860	0.1	--	--	---	--	--	--	---	--
				30	MPH	55	0.90	532	1.7	10	0.05	511	0.2	--	--	---	--	--	--	---	--
				IDLE	(D)	170	5.80	70	2.7	200	6.60	24	0.2	--	--	---	--	--	--	---	--
				IDLE	(N)	210	5.40	53	1.9	205	4.20	21	0.2	--	--	---	--	--	--	---	--
			AFTER MTCE	50	MPH	50	1.00	1144	5.3	10	0.15	1194	0.2	--	--	---	--	--	--	---	--
				30	MPH	60	0.40	900	6.5	20	0.04	1244	0.9	--	--	---	--	--	--	---	--
				IDLE	(D)	90	0.20	368	8.0	10	0.03	716	0.9	--	--	---	--	--	--	---	--
				IDLE	(N)	80	0.19	103	7.8	20	0.02	191	1.8	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	55	1.10	1493	5.0	30	0.90	1742	0.2	--	--	---	--	--	--	---	--
				30	MPH	75	0.60	870	6.1	25	0.20	604	0.1	--	--	---	--	--	--	---	--
				IDLE	(D)	90	0.20	389	8.1	15	0.02	675	1.1	--	--	---	--	--	--	---	--
				IDLE	(N)	110	0.19	103	8.1	30	0.02	202	1.0	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - $, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					--- H.P. --		--------- RIGHT EXHAUST SYSTEM ---------								--------- LEFT EXHAUST SYSTEM ----------							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
598	1975	CHEV	NOVA	350	(12)	(26)	- RIGHT	EXHAUST -			- RT	AFTER	CONV	--	--------	N/A	------		--------	N/A	------	
			BEFORE MTCE		50	MPH	130	3.50	860	0.4	125	3.30	890	0.1	--	--	---	--	--	--	---	--
					30	MPH	285	4.00	191	0.2	285	4.20	171	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	340	5.90	58	0.2	360	5.80	41	0.4	--	--	---	--	--	--	---	--
					IDLE	(N)	360	5.00	41	0.3	480	5.00	31	0.4	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	110	4.40	798	0.4	110	3.80	829	0.1	--	--	---	--	--	--	---	--
					30	MPH	170	5.00	154	0.2	170	4.90	161	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	320	5.80	61	0.2	330	5.60	40	0.4	--	--	---	--	--	--	---	--
					IDLE	(N)	350	5.00	41	0.3	350	4.80	30	0.4	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	100	3.80	757	0.3	120	4.00	655	0.1	--	--	---	--	--	--	---	--
					30	MPH	135	4.20	207	0.2	125	3.60	151	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	160	1.00	176	0.8	90	0.25	68	0.3	--	--	---	--	--	--	---	--
					IDLE	(N)	170	0.90	70	1.2	70	0.15	26	0.2	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	120	5.00	409	0.1	120	4.80	593	0.2	--	--	---	--	--	--	---	--
					30	MPH	150	4.40	222	0.2	140	4.40	101	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	170	1.40	176	0.9	105	0.30	70	0.3	--	--	---	--	--	--	---	--
					IDLE	(N)	160	1.50	64	1.0	80	0.25	30	0.2	--	--	---	--	--	--	---	--
599	1975	CHEV	MONT	350	(15)	(31)	- RIGHT	EXHAUST -			- RT	AFTER	CONV	--	--------	N/A	------		--------	N/A	------	
			BEFORE MTCE		50	MPH	35	0.45	1742	4.1	25	0.05	1891	1.2	--	--	---	--	--	--	---	--
					30	MPH	65	0.32	1144	3.8	25	0.04	1244	1.5	--	--	---	--	--	--	---	--
					IDLE	(D)	220	3.40	45	3.7	220	3.10	45	0.2	--	--	---	--	--	--	---	--
					IDLE	(N)	220	1.90	36	3.5	240	2.00	34	0.3	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	40	0.50	1791	4.1	25	0.05	1891	1.0	--	--	---	--	--	--	---	--
					30	MPH	70	0.40	1244	3.8	30	0.02	995	1.2	--	--	---	--	--	--	---	--
					IDLE	(D)	210	3.60	50	3.2	190	2.00	43	0.2	--	--	---	--	--	--	---	--
					IDLE	(N)	200	1.90	36	3.5	210	2.10	30	0.3	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	35	1.00	995	0.9	20	0.70	737	0.2	--	--	---	--	--	--	---	--
					30	MPH	55	1.00	409	0.5	40	0.80	348	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	170	2.30	82	1.5	160	1.50	70	0.1	--	--	---	--	--	--	---	--
					IDLE	(N)	130	1.30	50	1.6	140	1.40	30	0.1	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	40	1.50	860	0.5	30	1.10	839	0.2	--	--	---	--	--	--	---	--
					30	MPH	70	1.40	348	0.4	65	1.40	327	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	170	2.30	84	1.7	150	1.50	30	0.1	--	--	---	--	--	--	---	--
					IDLE	(N)	160	1.80	48	1.5	150	1.80	32	0.1	--	--	---	--	--	--	---	--
600	1975	CHEV	MALI	350	(15)	(31)	- RIGHT	EXHAUST -			- RT	AFTER	CONV	--	--------	N/A	------		--------	N/A	------	
			BEFORE MTCE		50	MPH	90	1.00	1418	0.7	80	1.50	1418	0.5	--	--	---	--	--	--	---	--
					30	MPH	160	1.20	563	0.8	120	1.20	511	0.2	--	--	---	--	--	--	---	--
					IDLE	(D)	460	8.20	358	1.3	400	7.20	28	0.5	--	--	---	--	--	--	---	--
					IDLE	(N)	490	6.80	31	1.4	470	6.20	19	0.4	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	120	2.00	1418	0.4	120	1.70	1418	0.3	--	--	---	--	--	--	---	--
					30	MPH	170	3.20	491	0.4	180	2.60	470	0.3	--	--	---	--	--	--	---	--
					IDLE	(D)	620	9.00	24	1.3	490	8.60	12	0.4	--	--	---	--	--	--	---	--
					IDLE	(N)	680	8.00	21	1.6	680	8.00	10	0.4	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	80	1.15	970	0.8	79	1.04	920	0.3	--	--	---	--	--	--	---	--
					30	MPH	110	1.13	348	0.6	100	1.08	327	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	170	0.11	164	3.0	60	0.02	164	1.7	--	--	---	--	--	--	---	--
					IDLE	(N)	310	0.19	40	4.1	120	0.02	55	2.5	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	80	1.60	945	0.7	79	1.40	945	0.2	--	--	---	--	--	--	---	--
					30	MPH	110	1.90	337	0.4	110	1.90	307	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	170	0.11	154	2.9	60	0.02	169	1.7	--	--	---	--	--	--	---	--
					IDLE	(N)	150	0.18	42	3.5	100	0.02	55	2.5	--	--	---	--	--	--	---	--
608	1975	CHEV	CAPR	454	(18)	(36)	- RIGHT	EXHAUST -			- RT	AFTER	CONV	--	--------	N/A	------		--------	N/A	------	
			BEFORE MTCE		50	MPH	1900	2.00	798	4.6	1375	0.95	798	2.7	--	--	---	--	--	--	---	--
					30	MPH	1850	1.10	624	5.6	820	0.45	655	3.4	--	--	---	--	--	--	---	--
					IDLE	(D)	2000	3.30	27	5.9	490	0.18	40	2.1	--	--	---	--	--	--	---	--
					IDLE	(N)	1600	1.55	21	5.3	440	0.12	34	3.3	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	1900	1.70	839	4.7	1250	0.65	982	2.8	--	--	---	--	--	--	---	--
					30	MPH	1550	1.10	573	5.5	800	0.35	665	2.7	--	--	---	--	--	--	---	--
					IDLE	(D)	1980	2.90	29	5.9	500	0.16	41	2.2	--	--	---	--	--	--	---	--
					IDLE	(N)	1600	1.50	24	5.2	390	0.10	36	3.1	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	50	3.20	880	2.4	25	1.10	972	1.3	--	--	---	--	--	--	---	--
					30	MPH	75	1.80	450	3.4	15	0.40	450	2.2	--	--	---	--	--	--	---	--
					IDLE	(D)	60	1.20	34	4.7	5	0.05	61	3.5	--	--	---	--	--	--	---	--
					IDLE	(N)	70	0 65	26	5 0	25	0 03	45	4 5	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	70	2.80	880	2.2	30	1.00	890	1.5	--	--	---	--	--	--	---	--
					30	MPH	25	0.25	511	4.2	5	0.06	511	3.9	--	--	---	--	--	--	---	--
					IDLE	(D)	45	1.25	32	5.4	5	0.04	62	3.5	--	--	---	--	--	--	---	--
					IDLE	(N)	80	0.70	24	5.8	15	0.03	42	4.5	--	--	---	--	--	--	---	--
609	1975	CHRY	CORD	360	(15)	(31)	- RIGHT	EXHAUST -			- RT	AFTER	CONV	--	--------	N/A	------		--------	N/A	------	
			BEFORE MTCE		50	MPH	35	1.00	962	1.0	30	0.90	941	0.2	--	--	---	--	--	--	---	--
					30	MPH	35	0.65	941	1.1	20	0.60	573	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	80	1.75	48	1.0	70	1.70	48	0.4	--	--	---	--	--	--	---	--
					IDLE	(N)	80	1.70	40	1.0	80	1.70	36	0.4	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	35	0.90	1119	0.9	30	0.90	941	0.2	--	--	---	--	--	--	---	--
					30	MPH	40	0.60	962	1.1	30	0.60	716	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	80	1.70	52	0.9	70	1.60	51	0.4	--	--	---	--	--	--	---	--
					IDLE	(N)	80	1.80	43	0.9	80	1.65	38	0.4	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	30	0.98	470	3.8	30	1.00	593	0.1	--	--	---	--	--	--	---	--
					30	MPH	25	0.75	389	3.7	30	1.07	409	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	35	0.85	58	3.7	35	1.05	68	0.3	--	--	---	--	--	--	---	--
					IDLE	(N)	30	0.90	44	3.7	35	1.00	52	0.2	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	30	1.00	430	4.4	30	1.18	511	0.1	--	--	---	--	--	--	---	--
					30	MPH	25	0.90	266	4.5	30	1.15	348	0.1	--	--	---	--	--	--	---	--
					IDLE	(D)	40	1.00	54	4.4	40	1.12	66	0.3	--	--	---	--	--	--	---	--
					IDLE	(N)	30	1.10	42	4.4	40	1.25	52	0.2	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P. 30MPH	H.P. 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
610	1975	CHRY	CORD	360	(15)	(31)	- RIGHT		EXHAUST -		- RT AFTER		CONV --				N/A				N/A	
			BEFORE MTCE		50	MPH	110	4.00	532	0.8	110	3.90	573	0.1	--	--	--	--	--	--	--	--
					30	MPH	130	2.00	900	0.9	130	2.20	767	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	290	6.10	42	1.1	250	5.60	48	0.3	--	--	--	--	--	--	--	--
					IDLE	(N)	290	7.20	36	1.0	290	7.20	37	0.3	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	115	4.40	491	0.9	110	4.10	552	0.1	--	--	--	--	--	--	--	--
					30	MPH	150	2.20	870	0.9	135	2.50	880	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	420	9.90	25	1.1	280	6.80	50	0.3	--	--	--	--	--	--	--	--
					IDLE	(N)	340	8.40	30	1.0	340	8.00	35	0.3	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	120	4.10	573	0.6	135	4.20	593	0.1	--	--	--	--	--	--	--	--
					30	MPH	105	1.40	995	0.8	95	1.50	945	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	175	4.30	72	0.9	150	2.80	90	0.3	--	--	--	--	--	--	--	--
					IDLE	(N)	150	4.00	58	0.7	145	3.80	60	0.2	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	110	4.70	511	0.5	115	4.80	532	0.1	--	--	--	--	--	--	--	--
					30	MPH	115	2.20	900	0.4	115	2.35	921	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	200	5.90	66	0.7	165	3.60	84	0.2	--	--	--	--	--	--	--	--
					IDLE	(N)	175	5.60	56	0.6	160	5.20	58	0.1	--	--	--	--	--	--	--	--
611	1975	CHRY	NEWP	400	(15)	(31)	- RIGHT		EXHAUST -		- RT AFTER		CONV --				N/A				N/A	
			BEFORE MTCE		50	MPH	140	4.40	583	1.0	140	4.40	583	0.3	--	--	--	--	--	--	--	--
					30	MPH	230	3.80	409	1.1	230	4.20	757	0.2	--	--	--	--	--	--	--	--
					IDLE	(D)	1300	10.00	12	1.4	1160	10.00	16	0.4	--	--	--	--	--	--	--	--
					IDLE	(N)	1520	10.00	12	1.8	1550	10.00	15	0.3	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	220	5.20	368	0.8	140	4.20	563	0.3	--	--	--	--	--	--	--	--
					30	MPH	320	4.30	348	1.2	270	4.40	634	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	990	10.00	18	1.4	920	10.00	22	0.2	--	--	--	--	--	--	--	--
					IDLE	(N)	1400	10.00	15	1.6	1420	10.00	14	0.3	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	150	4.80	327	0.4	135	4.70	348	0.1	--	--	--	--	--	--	--	--
					30	MPH	120	3.20	634	0.4	180	3.10	696	0.0	--	--	--	--	--	--	--	--
					IDLE	(D)	150	1.20	90	0.7	105	0.55	95	0.2	--	--	--	--	--	--	--	--
					IDLE	(N)	140	1.80	62	0.4	85	1.85	64	0.1	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	90	5.20	307	0.3	105	5.30	307	0.1	--	--	--	--	--	--	--	--
					30	MPH	150	3.70	614	0.3	155	3.55	593	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	80	2.05	92	0.4	55	1.25	101	0.2	--	--	--	--	--	--	--	--
					IDLE	(N)	65	2.90	62	0.3	55	2.55	64	0.1	--	--	--	--	--	--	--	--
613	1975	CHRY	NEWP	400	(15)	(31)	- RIGHT		EXHAUST -		- RT AFTER		CONV --				N/A				N/A	
			BEFORE MTCE		50	MPH	100	3.20	511	0.8	85	3.40	511	0.1	--	--	--	--	--	--	--	--
					30	MPH	120	1.60	796	0.1	140	1.60	846	1.3	--	--	--	--	--	--	--	--
					IDLE	(D)	320	5.40	70	0.1	320	5.00	46	2.0	--	--	--	--	--	--	--	--
					IDLE	(N)	330	6.20	32	2.1	370	6.30	36	0.1	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	100	3.20	450	1.0	110	3.60	470	0.1	--	--	--	--	--	--	--	--
					30	MPH	130	1.50	796	1.6	150	1.50	796	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	230	5.20	50	2.2	280	6.00	48	0.1	--	--	--	--	--	--	--	--
					IDLE	(N)	320	6.00	32	2.1	370	6.80	34	0.1	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	80	3.00	327	0.5	80	3.00	368	1.1	--	--	--	--	--	--	--	--
					30	MPH	80	1.50	532	0.9	70	1.30	470	1.1	--	--	--	--	--	--	--	--
					IDLE	(D)	40	0.05	70	1.5	130	0.40	54	2.1	--	--	--	--	--	--	--	--
					IDLE	(N)	80	0.40	20	1.1	180	0.70	40	1.7	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	80	3.40	368	0.7	60	3.20	368	1.0	--	--	--	--	--	--	--	--
					30	MPH	100	1.60	511	1.1	100	1.70	511	1.1	--	--	--	--	--	--	--	--
					IDLE	(D)	140	0.50	54	2.0	40	0.05	68	1.2	--	--	--	--	--	--	--	--
					IDLE	(N)	170	1.00	38	1.9	120	0.40	30	1.0	--	--	--	--	--	--	--	--
615	1975	CHRY	NEWY	440	(18)	(36)	- RIGHT		EXHAUST -		- RT AFTER		CONV --				N/A				N/A	
			BEFORE MTCE		50	MPH	50	1.70	696	0.3	50	1.80	737	0.1	--	--	--	--	--	--	--	--
					30	MPH	100	1.70	796	0.2	90	1.60	746	0.0	--	--	--	--	--	--	--	--
					IDLE	(D)	200	5.40	56	0.2	230	5.40	45	0.0	--	--	--	--	--	--	--	--
					IDLE	(N)	225	5.60	46	0.3	230	5.60	38	0.1	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	80	1.80	746	0.2	70	1.80	696	0.0	--	--	--	--	--	--	--	--
					30	MPH	110	1.80	746	0.2	115	1.80	647	0.0	--	--	--	--	--	--	--	--
					IDLE	(D)	200	5.40	50	0.2	230	5.40	38	0.0	--	--	--	--	--	--	--	--
					IDLE	(N)	250	5.80	42	0.3	250	5.80	34	0.0	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	40	2.50	460	0.3	30	2.10	399	0.2	--	--	--	--	--	--	--	--
					30	MPH	80	2.20	440	0.5	80	2.20	286	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	60	0.40	88	1.1	10	0.08	25	0.1	--	--	--	--	--	--	--	--
					IDLE	(N)	75	0.40	48	1.5	20	0.02	48	0.8	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	35	2.20	532	0.4	30	1.70	470	0.3	--	--	--	--	--	--	--	--
					30	MPH	90	2.00	511	0.6	80	1.80	450	0.2	--	--	--	--	--	--	--	--
					IDLE	(D)	60	0.35	90	1.5	10	0.02	86	0.7	--	--	--	--	--	--	--	--
					IDLE	(N)	80	0.40	50	1.8	10	0.02	48	0.8	--	--	--	--	--	--	--	--
616	1975	DODG	DART	225	(12)	(26)			N/A				N/A		- LEFT		EXHAUST --		- LFT AFTER		CONV -	
			BEFORE MTCE		50	MPH	--	--	--	--	--	--	--	--	110	1.40	1966	1.3	120	2.00	1941	0.1
					30	MPH	--	--	--	--	--	--	--	--	185	2.90	655	1.6	200	3.40	624	0.1
					IDLE	(D)	--	--	--	--	--	--	--	--	260	6.00	55	1.8	285	6.70	58	0.3
					IDLE	(N)	--	--	--	--	--	--	--	--	240	5.80	48	1.7	235	5.60	54	0.2
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	105	2.20	1816	1.2	110	2.30	1766	0.2
					30	MPH	--	--	--	--	--	--	--	--	180	3.40	634	1.5	190	3.70	696	0.1
					IDLE	(D)	--	--	--	--	--	--	--	--	245	7.00	56	1.7	290	7.20	60	0.3
					IDLE	(N)	--	--	--	--	--	--	--	--	220	5.60	52	1.6	210	5.30	59	0.2
			AFTER MTCE		50	MPH	--	--	--	--	--	--	--	--	90	1.70	1144	1.9	80	1.20	1294	0.2
					30	MPH	--	--	--	--	--	--	--	--	150	2.20	552	2.0	160	3.00	118	0.2
					IDLE	(D)	--	--	--	--	--	--	--	--	190	4.50	56	1.9	180	3.60	57	0.3
					IDLE	(N)	--	--	--	--	--	--	--	--	160	4.40	49	2.0	170	4.60	52	0.4
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	90	1.70	1219	1.9	85	1.50	1144	0.2
					30	MPH	--	--	--	--	--	--	--	--	160	3.00	470	1.8	160	3.10	552	0.1
					IDLE	(D)	--	--	--	--	--	--	--	--	170	4.00	55	1.9	200	4.60	54	0.3
					IDLE	(N)	--	--	--	--	--	--	--	--	165	4.90	47	1.9	170	4.80	49	0.4

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N, CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL CID	--- H.P. ---	RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
				30MPH 50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
618	1975	DODG	DART 318	(12) (26)	N/A				N/A				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50 MPH	--	--	--	--	--	--	--	--	80	0.80	1791	0.6	10	0.15	348	0.1
				30 MPH	--	--	--	--	--	--	--	--	140	1.00	1393	1.6	25	0.05	547	0.2
				IDLE (D)	--	--	--	--	--	--	--	--	220	5.80	64	1.7	190	6.40	41	0.8
				IDLE (N)	--	--	--	--	--	--	--	--	200	5.60	56	1.6	220	1.50	41	0.8
			REPLICATE	50 MPH	--	--	--	--	--	--	--	--	90	0.85	1617	0.7	20	0.05	327	0.1
				30 MPH	--	--	--	--	--	--	--	--	150	1.10	1269	1.6	35	0.09	358	0.1
				IDLE (D)	--	--	--	--	--	--	--	--	215	5.80	63	1.7	170	6.30	38	0.8
				IDLE (N)	--	--	--	--	--	--	--	--	195	5.80	54	1.8	210	5.70	38	0.8
			AFTER MTCE	50 MPH	--	--	--	--	--	--	--	--	75	0.90	1493	0.7	30	0.60	593	0.0
				30 MPH	--	--	--	--	--	--	--	--	130	1.15	1045	1.3	30	0.60	133	0.0
				IDLE (D)	--	--	--	--	--	--	--	--	90	0.65	131	2.3	25	0.05	118	1.4
				IDLE (N)	--	--	--	--	--	--	--	--	70	0.90	76	2.1	25	0.03	64	1.3
			REPLICATE	50 MPH	--	--	--	--	--	--	--	--	80	0.95	1592	0.7	40	0.85	808	0.1
				30 MPH	--	--	--	--	--	--	--	--	125	1.30	1244	1.2	30	0.40	141	0.0
				IDLE (D)	--	--	--	--	--	--	--	--	90	0.65	128	2.3	30	0.02	123	1.8
				IDLE (N)	--	--	--	--	--	--	--	--	70	0.90	77	2.0	25	0.02	59	1.2
620	1975	DODG	CHAR 318	(15) (31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE	50 MPH	80	0.35	2090	1.2	25	0.05	3782	0.8	--	--	--	--	--	--	--	--
				30 MPH	130	0.50	2588	2.2	30	0.07	2389	0.3	--	--	--	--	--	--	--	--
				IDLE (D)	250	6.80	60	2.9	320	7.60	54	0.4	--	--	--	--	--	--	--	--
				IDLE (N)	270	6.40	48	2.8	310	6.80	46	0.4	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	90	0.30	3583	1.2	25	0.04	3782	0.5	--	--	--	--	--	--	--	--
				30 MPH	145	0.92	2090	2.4	50	0.24	450	0.1	--	--	--	--	--	--	--	--
				IDLE (D)	250	6.60	70	2.9	305	7.70	58	0.3	--	--	--	--	--	--	--	--
				IDLE (N)	250	6.60	50	2.9	300	6.90	48	0.3	--	--	--	--	--	--	--	--
			AFTER MTCE	50 MPH	70	0.42	1592	1.3	15	0.04	1642	0.5	--	--	--	--	--	--	--	--
				30 MPH	120	0.50	962	1.9	35	0.05	1194	0.8	--	--	--	--	--	--	--	--
				IDLE (D)	175	2.30	88	2.2	90	1.90	56	0.3	--	--	--	--	--	--	--	--
				IDLE (N)	250	2.25	54	2.1	130	1.10	28	0.3	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	80	0.56	1742	0.9	20	0.04	1791	0.4	--	--	--	--	--	--	--	--
				30 MPH	150	0.90	1144	1.4	30	0.05	665	0.2	--	--	--	--	--	--	--	--
				IDLE (D)	170	2.30	84	2.1	90	1.75	52	0.3	--	--	--	--	--	--	--	--
				IDLE (N)	230	2.20	54	2.0	155	1.15	28	0.3	--	--	--	--	--	--	--	--
621	1975	DODG	CHAR 360	(15) (31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE	50 MPH	130	4.00	1194	0.3	120	3.60	1070	0.1	--	--	--	--	--	--	--	--
				30 MPH	150	2.60	1941	0.4	150	3.00	1393	0.1	--	--	--	--	--	--	--	--
				IDLE (D)	220	5.20	66	0.4	200	7.40	57	0.4	--	--	--	--	--	--	--	--
				IDLE (N)	200	5.40	55	0.2	200	5.00	51	0.3	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	140	4.00	1119	0.3	125	3.60	945	0.1	--	--	--	--	--	--	--	--
				30 MPH	140	2.60	1592	0.3	150	3.00	1318	0.1	--	--	--	--	--	--	--	--
				IDLE (D)	215	5.60	64	0.3	190	4.90	57	0.4	--	--	--	--	--	--	--	--
				IDLE (N)	190	5.60	55	0.3	200	5.00	48	0.3	--	--	--	--	--	--	--	--
			AFTER MTCE	50 MPH	130	4.30	706	5.5	90	3.90	583	0.8	--	--	--	--	--	--	--	--
				30 MPH	130	2.20	1294	5.4	150	2.20	778	0.2	--	--	--	--	--	--	--	--
				IDLE (D)	110	0.30	50	5.7	110	0.18	30	0.6	--	--	--	--	--	--	--	--
				IDLE (N)	75	0.70	38	5.8	90	1.20	28	0.6	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	110	4.30	696	5.5	125	4.00	532	0.4	--	--	--	--	--	--	--	--
				30 MPH	105	2.70	675	5.3	130	2.90	860	0.4	--	--	--	--	--	--	--	--
				IDLE (D)	90	1.40	50	5.7	100	1.30	42	0.7	--	--	--	--	--	--	--	--
				IDLE (N)	115	0.91	38	5.9	125	1.40	32	0.8	--	--	--	--	--	--	--	--
622	1975	DODG	CHAR 400	(15) (31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE	50 MPH	60	1.80	788	0.4	60	1.80	645	0.3	--	--	--	--	--	--	--	--
				30 MPH	120	3.20	450	0.1	120	2.60	430	0.2	--	--	--	--	--	--	--	--
				IDLE (D)	240	4.00	54	0.2	240	3.60	48	0.4	--	--	--	--	--	--	--	--
				IDLE (N)	270	4.00	42	0.2	270	2.80	40	0.4	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	70	1.50	675	0.3	70	1.60	624	0.4	--	--	--	--	--	--	--	--
				30 MPH	120	2.00	491	0.1	120	2.20	399	0.2	--	--	--	--	--	--	--	--
				IDLE (D)	200	3.70	50	0.2	210	3.70	45	0.5	--	--	--	--	--	--	--	--
				IDLE (N)	250	3.10	38	0.2	260	2.70	30	0.4	--	--	--	--	--	--	--	--
			AFTER MTCE	50 MPH	85	3.60	266	0.2	80	3.30	266	0.2	--	--	--	--	--	--	--	--
				30 MPH	140	4.80	113	0.1	125	3.80	95	0.1	--	--	--	--	--	--	--	--
				IDLE (D)	125	2.10	60	0.6	120	1.50	30	0.5	--	--	--	--	--	--	--	--
				IDLE (N)	120	2.20	64	0.6	70	0.65	8	0.4	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	100	4.40	232	0.3	90	3.80	227	0.3	--	--	--	--	--	--	--	--
				30 MPH	140	5.40	113	0.1	130	4.40	85	0.1	--	--	--	--	--	--	--	--
				IDLE (D)	140	3.60	66	0.4	140	3.60	40	0.5	--	--	--	--	--	--	--	--
				IDLE (N)	150	1.90	44	0.4	80	0.70	15	0.4	--	--	--	--	--	--	--	--
623	1975	DODG	MONA 400	(15) (31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE	50 MPH	100	3.80	491	0.2	100	3.50	511	0.1	--	--	--	--	--	--	--	--
				30 MPH	105	3.00	276	0.2	105	3.00	266	0.0	--	--	--	--	--	--	--	--
				IDLE (D)	800	10.00	22	0.7	780	10.00	21	0.1	--	--	--	--	--	--	--	--
				IDLE (N)	820	10.00	19	0.9	850	10.00	19	0.3	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	105	4.40	389	0.3	100	4.10	378	0.2	--	--	--	--	--	--	--	--
				30 MPH	120	4.40	207	0.2	120	4.40	166	0.0	--	--	--	--	--	--	--	--
				IDLE (D)	1100	10.00	12	0.9	1080	10.00	20	0.1	--	--	--	--	--	--	--	--
				IDLE (N)	1260	10.00	14	1.2	1300	10.00	14	0.2	--	--	--	--	--	--	--	--
			AFTER MTCE	50 MPH	90	3.60	430	0.2	90	3.80	368	0.1	--	--	--	--	--	--	--	--
				30 MPH	90	3.00	225	0.2	90	2.80	225	0.0	--	--	--	--	--	--	--	--
				IDLE (D)	130	2.40	75	0.4	130	2.20	60	0.1	--	--	--	--	--	--	--	--
				IDLE (N)	130	2.70	52	0.3	135	2.40	50	0.1	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	90	3.60	409	0.2	90	4.00	368	0.1	--	--	--	--	--	--	--	--
				30 MPH	90	3.20	225	0.2	90	3.20	225	0.0	--	--	--	--	--	--	--	--
				IDLE (D)	140	2.60	80	0.3	140	2.80	75	0.1	--	--	--	--	--	--	--	--
				IDLE (N)	130	3.00	56	0.3	130	2.70	54	0.1	--	--	--	--	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	--- H.P. --- 30MPH 50MPH	RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
						HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
624	1975	FORD	PINT	140	(12) (26)	- RIGHT EXHAUST -				------- N/A -------				------- N/A -------				------- N/A -------			
			BEFORE MTCE		50 MPH	30	0.50	1791	5.1	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH	60	0.75	995	6.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)	45	0.50	38	8.6	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH	30	0.50	1990	5.1	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH	70	1.20	1045	5.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)	40	0.40	42	8.7	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50 MPH	25	0.40	995	5.0	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH	80	0.80	542	5.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)	50	1.25	36	7.2	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH	20	0.50	970	4.8	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH	50	1.10	430	5.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)	40	1.20	36	7.4	--	--	---	--	--	--	---	--	--	--	---	--
649	1975	FORD	GRAN	302	(12) (26)	- RIGHT EXHAUST -				- RT AFTER CONV --				------- N/A -------				------- N/A -------			
			BEFORE MTCE		50 MPH	220	4.50	95	2.1	195	3.80	101	0.4	--	--	---	--	--	--	---	--
					30 MPH	230	4.80	76	2.0	210	4.80	85	0.2	--	--	---	--	--	--	---	--
					IDLE (D)	315	4.90	54	1.5	320	5.20	58	0.6	--	--	---	--	--	--	---	--
					IDLE (N)	285	4.70	41	1.1	270	4.90	48	0.8	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH	180	3.40	176	3.3	180	3.80	191	0.4	--	--	---	--	--	--	---	--
					30 MPH	300	5.00	116	2.3	280	5.50	146	0.3	--	--	---	--	--	--	---	--
					IDLE (D)	340	6.00	49	2.2	325	6.10	54	0.5	--	--	---	--	--	--	---	--
					IDLE (N)	280	5.30	40	1.7	240	5.00	48	0.4	--	--	---	--	--	--	---	--
			AFTER MTCE		50 MPH	170	4.20	126	2.3	150	3.20	186	0.3	--	--	---	--	--	--	---	--
					30 MPH	220	5.00	96	2.3	220	5.40	133	0.2	--	--	---	--	--	--	---	--
					IDLE (D)	200	2.40	62	1.8	195	2.40	70	0.3	--	--	---	--	--	--	---	--
					IDLE (N)	180	1.60	39	2.0	120	1.80	25	0.3	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH	160	4.30	166	2.3	130	4.20	166	0.3	--	--	---	--	--	--	---	--
					30 MPH	250	3.80	103	2.4	270	3.80	131	0.2	--	--	---	--	--	--	---	--
					IDLE (D)	200	2.60	64	1.9	210	2.80	75	0.3	--	--	---	--	--	--	---	--
					IDLE (N)	120	1.60	40	2.2	130	1.20	24	0.2	--	--	---	--	--	--	---	--
653	1975	FORD	STAW	351	(15) (31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50 MPH	40	1.35	1343	3.9	30	1.24	1493	3.1	35	1.15	1294	4.9	30	1.30	1393	3.4
					30 MPH	40	1.80	409	3.2	30	1.75	491	3.0	45	1.30	450	5.9	35	1.55	470	3.4
					IDLE (D)	85	2.40	46	5.4	90	3.10	54	4.8	100	3.10	30	8.2	110	3.45	34	4.8
					IDLE (N)	65	1.30	20	7.1	60	1.25	34	6.2	60	1.15	16	9.0	60	1.75	18	6.5
			REPLICATE		50 MPH	35	1.45	1343	3.1	15	1.20	1493	2.8	25	1.30	1393	4.5	20	1.40	1443	3.1
					30 MPH	40	2.35	286	2.6	20	1.70	368	2.4	40	1.30	348	5.7	25	1.60	409	2.9
					IDLE (D)	70	2.55	50	4.5	80	2.85	56	4.0	95	2.80	26	7.1	100	3.20	30	4.3
					IDLE (N)	60	1.75	22	6.3	60	1.80	40	5.4	55	1.50	16	8.4	60	1.70	20	6.0
			AFTER MTCE		50 MPH	40	1.10	737	2.7	75	0.90	860	3.0	45	0.92	880	3.7	30	0.95	880	3.4
					30 MPH	110	1.85	151	1.5	95	1.50	181	1.8	120	1.10	207	4.7	105	1.40	171	2.5
					IDLE (D)	145	1.05	90	2.8	150	1.00	98	3.2	145	1.08	66	5.0	150	1.10	82	3.5
					IDLE (N)	105	0.50	24	5.1	100	0.46	42	6.1	105	0.35	26	7.1	110	0.75	28	6.3
			REPLICATE		50 MPH	30	1.06	798	2.6	20	0.97	860	3.1	25	1.00	900	3.8	20	1.10	860	3.4
					30 MPH	40	1.85	156	2.2	25	1.40	181	2.6	45	1.15	166	5.6	30	1.45	151	3.3
					IDLE (D)	80	1.95	111	3.3	90	1.60	94	3.3	80	1.90	74	5.6	90	1.85	94	3.9
					IDLE (N)	45	0.92	28	6.5	45	0.45	50	6.3	40	0.75	28	9.1	40	0.80	30	7.0
654	1975	FORD	ELIT	400	(15) (31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50 MPH	40	0.95	798	3.2	30	0.50	860	2.8	50	0.90	798	3.1	30	0.08	829	2.7
					30 MPH	35	1.00	181	3.3	30	0.55	217	2.8	40	0.80	191	3.3	30	0.02	217	3.7
					IDLE (D)	1190	0.09	227	9.4	900	0.08	286	8.1	1150	0.12	45	7.2	240	0.02	161	9.9
					IDLE (N)	1520	0.10	111	10.6	1250	0.08	106	9.7	2000	0.10	138	10.5	600	0.02	90	11.0
			REPLICATE		50 MPH	20	1.00	757	3.4	20	0.50	778	3.2	40	1.00	737	3.4	10	0.08	819	3.0
					30 MPH	10	0.95	181	3.3	10	0.70	214	3.0	15	1.00	202	3.5	10	0.04	286	4.7
					IDLE (D)	1200	0.95	327	9.2	850	0.02	327	7.8	1150	0.12	80	7.2	320	0.02	296	9.4
					IDLE (N)	1700	0.10	176	9.9	1150	0.08	106	9.7	2000	0.12	146	10.1	625	0.02	106	11.2
			AFTER MTCE		50 MPH	30	1.70	491	2.5	20	0.80	511	2.7	30	1.50	409	2.2	20	0.30	409	1.6
					30 MPH	120	4.80	45	0.9	100	5.00	45	0.2	90	5.00	106	0.6	20	4.40	82	0.2
					IDLE (D)	120	2.90	327	5.7	80	1.50	348	4.1	90	2.80	266	4.8	30	0.05	266	3.7
					IDLE (N)	40	1.30	38	6.4	40	0.65	58	5.0	30	0.80	38	6.0	20	0.05	56	5.7
			REPLICATE		50 MPH	30	2.00	389	2.5	20	1.00	286	2.4	40	1.70	307	2.2	20	0.40	307	1.6
					30 MPH	90	5.20	101	0.8	30	1.40	81	1.3	90	5.20	101	0.2	70	4.10	101	0.2
					IDLE (D)	120	3.50	138	5.7	80	2.00	202	3.2	100	3.10	131	5.3	130	6.00	74	2.1
					IDLE (N)	35	1.00	36	6.2	40	0.80	53	4.8	40	0.90	36	5.8	30	0.05	48	5.1
655	1975	FORD	LTD	460	(15) (31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50 MPH	90	1.55	921	0.3	80	1.70	941	0.2	100	1.85	788	0.2	90	1.80	819	0.1
					30 MPH	70	1.45	276	0.2	70	1.55	286	0.1	85	1.65	266	0.1	75	1.65	276	0.0
					IDLE (D)	175	5.90	84	0.3	180	6.30	87	0.2	190	7.10	83	0.1	190	6.30	79	0.0
					IDLE (N)	50	1.50	34	2.4	30	0.75	50	3.2	35	1.20	37	2.2	20	0.03	58	2.1
			REPLICATE		50 MPH	80	2.30	604	0.2	70	2.40	511	0.1	85	2.70	450	0.1	80	2.80	430	0.0
					30 MPH	90	4.50	133	0.3	80	4.40	133	0.1	95	4.70	126	0.1	85	4.40	128	0.0
					IDLE (D)	240	9.00	51	0.2	240	9.80	47	0.2	245	10.00	44	0.1	265	9.90	47	0.0
					IDLE (N)	65	2.70	38	1.3	40	1.90	33	1.2	40	2.40	35	0.9	20	0.10	30	0.2
			AFTER MTCE		50 MPH	125	4.30	532	0.3	10	0.68	470	1.6	25	1.20	358	1.7	30	1.20	286	0.2
					30 MPH	120	5.80	113	0.3	120	5.70	116	0.1	130	6.20	106	0.2	120	6.20	101	0.1
					IDLE (D)	280	7.80	68	0.3	150	6.00	62	0.1	92	8.80	61	0.2	90	8.80	61	0.0
					IDLE (N)	30	2.80	32	2.5	30	1.60	42	1.1	30	2.20	40	2.1	20	0.15	41	0.7
			REPLICATE		50 MPH	120	4.50	389	0.3	20	1.30	327	1.3	40	2.50	232	1.6	20	1.10	189	0.3
					30 MPH	130	6.20	95	0.2	120	5.80	101	0.1	135	6.50	106	0.3	120	6.20	95	0.1
					IDLE (D)	250	8.80	58	0.3	220	7.80	64	0.1	260	8.80	58	0.2	260	8.80	52	0.1
					IDLE (N)	50	2.50	32	2.8	40	1.30	39	1.7	45	2.20	34	1.8	40	0.15	34	0.1

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P. 30MPH	H.P. 50MPH	RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
							HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
656	1975	FORD	GRAN	351	(12)	(26)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	85	1.20	1493	3.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	70	1.30	419	4.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	130	5.80	44	2.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	80	3.70	32	3.7	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	70	1.15	1468	3.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	70	2.80	399	4.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	140	6.30	38	2.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	85	4.40	29	3.6	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	40	0.30	2190	4.1	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	50	0.40	696	4.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	70	0.20	286	5.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	70	0.30	98	6.8	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	40	0.40	2190	4.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	50	0.50	746	4.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	60	0.40	286	5.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	60	0.30	166	7.0	--	--	---	--	--	--	---	--	--	--	---	--
664	1975	FORD	THND	460	(18)	(36)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	65	2.10	593	5.3	90	2.50	900	0.2	80	2.20	542	6.0	80	3.20	798	0.3
					30	MPH	80	3.40	126	5.4	120	4.40	181	0.1	110	3.30	126	6.0	95	4.00	227	0.3
					IDLE	(D)	165	5.80	47	5.6	210	7.20	80	0.1	150	5.20	62	6.3	210	6.60	80	0.4
					IDLE	(N)	165	6.60	35	5.6	220	9.20	48	0.1	165	6.60	33	6.0	200	9.50	46	0.4
			REPLICATE		50	MPH	60	2.00	491	5.2	100	2.60	716	0.3	90	2.40	460	5.7	120	3.80	634	0.3
					30	MPH	70	4.00	106	5.5	100	5.40	166	0.1	80	4.10	106	5.4	110	5.60	151	0.3
					IDLE	(D)	150	7.20	30	5.5	230	9.80	44	0.1	160	7.00	36	5.9	220	9.80	44	0.3
					IDLE	(N)	170	6.90	30	5.6	220	9.50	44	0.1	160	6.40	32	5.8	190	9.80	42	0.4
			AFTER MTCE		50	MPH	30	0.20	614	1.1	30	0.50	737	1.5	30	1.00	358	6.1	30	1.20	532	1.2
					30	MPH	30	0.25	159	0.4	30	0.85	176	0.5	30	1.00	101	3.7	50	1.65	176	1.2
					IDLE	(D)	35	0.05	116	1.4	50	0.60	116	1.5	30	0.70	80	4.4	90	1.50	101	1.6
					IDLE	(N)	25	0.05	53	1.5	30	0.70	52	1.7	40	0.60	22	4.3	40	1.70	28	1.8
			REPLICATE		50	MPH	30	1.00	511	0.5	30	1.10	491	0.7	45	1.60	266	6.0	40	2.20	389	0.9
					30	MPH	35	1.65	126	0.1	40	1.60	118	0.2	45	1.50	72	3.5	50	1.20	121	0.7
					IDLE	(D)	30	0.05	138	1.5	45	0.45	138	1.6	50	0.65	72	4.2	70	1.20	106	1.6
					IDLE	(N)	20	0.05	55	1.4	25	0.60	56	1.9	30	0.55	24	4.1	40	1.60	30	1.8
665	1976	LINC	CONT	460	(18)	(36)	- RIGHT EXHAUST -				- RT AFTER CONV --				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	80	1.50	348	4.7	40	0.03	327	1.6	100	1.90	389	2.7	60	0.10	389	1.5
					30	MPH	90	2.50	166	5.1	40	0.10	286	1.2	1020	2.50	242	4.9	30	0.03	207	1.9
					IDLE	(D)	160	3.60	68	3.3	170	4.20	62	0.6	150	3.60	266	5.3	170	4.20	74	1.7
					IDLE	(N)	130	4.00	50	3.2	150	4.20	62	0.6	140	3.60	50	3.1	140	3.80	41	1.5
			REPLICATE		50	MPH	60	1.90	237	4.5	30	0.12	286	0.8	85	2.40	327	2.6	30	0.20	286	1.2
					30	MPH	90	2.60	176	5.0	30	0.10	176	1.3	800	3.00	212	4.8	40	0.30	202	1.8
					IDLE	(D)	150	1.00	62	3.3	140	4.20	60	0.7	150	2.20	217	5.5	130	3.00	78	1.7
					IDLE	(N)	160	3.60	50	3.4	170	3.80	48	0.8	200	3.60	50	3.9	220	4.20	46	1.5
			AFTER MTCE		50	MPH	25	1.20	389	4.7	0	0.06	389	1.5	50	2.80	317	2.1	5	0.20	212	0.7
					30	MPH	40	2.10	286	5.4	30	0.02	286	1.7	260	2.70	307	3.5	5	0.06	227	2.4
					IDLE	(D)	30	0.50	90	7.0	15	0.02	90	1.3	45	1.20	522	2.4	20	0.40	33	2.5
					IDLE	(N)	350	1.10	40	4.6	20	0.35	35	1.1	370	1.70	59	2.3	15	0.50	25	2.9
			REPLICATE		50	MPH	100	1.40	327	4.9	50	0.25	266	1.2	80	2.80	255	2.3	30	0.05	327	1.2
					30	MPH	90	2.00	239	5.6	55	0.06	222	2.5	200	2.80	266	4.0	20	0.04	286	1.7
					IDLE	(D)	60	0.70	88	7.3	20	0.25	74	1.4	80	1.20	103	2.9	20	0.02	65	2.8
					IDLE	(N)	350	1.00	35	5.0	30	0.01	34	1.6	350	1.20	48	3.0	40	0.40	18	2.5
667	1975	MERC	MONA	200	(12)	(26)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50	MPH	85	3.40	121	2.8	15	0.10	141	0.8	--	--	---	--	--	--	---	--
					30	MPH	170	3.60	131	6.0	50	0.04	136	2.8	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	90	1.00	12	9.4	10	0.03	28	8.3	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	145	4.60	121	3.6	55	0.21	131	0.4	--	--	---	--	--	--	---	--
					30	MPH	155	4.80	48	3.6	45	0.04	106	2.1	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	120	1.34	16	9.6	35	0.03	28	8.3	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	135	5.00	141	4.7	25	0.07	212	1.7	--	--	---	--	--	--	---	--
					30	MPH	180	4.00	96	6.2	40	0.05	131	3.0	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	290	0.50	10	10.2	25	0.03	26	8.9	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	120	4.50	111	3.9	35	0.09	146	1.3	--	--	---	--	--	--	---	--
					30	MPH	190	4.00	86	6.1	65	0.04	121	2.9	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	170	0.74	12	9.9	15	0.02	28	8.8	--	--	---	--	--	--	---	--
672	1975	MERC	MONG	351	(15)	(31)	- RIGHT EXHAUST -				- T.P. COMPOSITE -				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	55	1.75	798	3.0	40	1.10	665	3.1	35	1.50	655	4.0	20	0.29	583	2.5
					30	MPH	60	2.35	133	3.3	45	2.10	92	2.5	40	1.80	143	3.5	25	0.25	128	2.2
					IDLE	(D)	400	7.50	9	2.9	600	10.00	10	0.3	360	6.20	8	2.9	235	4.70	16	0.5
					IDLE	(N)	270	4.30	16	2.4	190	2.60	18	1.5	130	3.20	18	2.3	200	2.90	18	0.4
			REPLICATE		50	MPH	55	2.00	655	2.7	40	1.10	716	3.2	35	2.00	409	2.8	15	0.40	430	2.0
					30	MPH	72	3.00	108	3.3	50	1.90	86	2.3	50	2.10	136	3.1	20	0.25	101	1.9
					IDLE	(D)	680	10.00	8	1.3	600	10.00	11	0.3	680	10.00	8	1.2	680	10.00	8	0.3
					IDLE	(N)	220	3.60	18	3.7	140	2.50	20	1.6	155	2.50	20	3.1	155	1.60	22	0.7
			AFTER MTCE		50	MPH	35	1.40	665	1.5	20	0.70	778	3.4	30	0.20	716	2.6	20	1.10	645	2.5
					30	MPH	40	1.60	191	1.6	25	0.98	171	1.8	35	1.40	202	2.1	10	0.18	176	1.6
					IDLE	(D)	70	1.50	88	4.0	35	0.28	101	3.0	70	0.80	50	3.3	20	0.02	30	2.9
					IDLE	(N)	150	1.50	42	4.5	80	0.15	20	3.8	200	0.45	18	3.9	80	0.02	20	3.8
			REPLICATE		50	MPH	55	2.80	348	1.8	25	0.80	747	3.4	38	2.60	665	2.6	10	0.36	634	2.4
					30	MPH	42	1.70	176	2.5	28	0.70	202	2.8	32	1.20	202	2.7	15	0.18	207	2.8
					IDLE	(D)	70	1.90	82	5.0	50	0.18	90	4.2	80	0.60	62	4.9	45	0.02	60	3.8
					IDLE	(N)	130	0.23	38	5.9	130	0.26	40	5.6	150	0.40	16	6.0	130	0.02	16	5.8

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH				H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
675	1975	OLDS	OMEG 260	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE	50 MPH		80	0.65	1493	2.3	40	0.15	1617	0.4	--	--	--	--	--	--	--	--
				30 MPH		100	0.30	552	3.1	25	0.03	511	0.2	--	--	--	--	--	--	--	--
				IDLE (D)		240	4.00	94	3.2	220	4.20	116	0.3	--	--	--	--	--	--	--	--
				IDLE (N)		310	4.20	48	3.2	360	4.50	50	0.3	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH		80	1.10	1816	2.2	20	0.15	1294	0.1	--	--	--	--	--	--	--	--
				30 MPH		95	0.50	511	2.7	25	0.20	239	0.1	--	--	--	--	--	--	--	--
				IDLE (D)		235	4.50	82	3.0	220	4.40	126	0.2	--	--	--	--	--	--	--	--
				IDLE (N)		300	4.70	51	3.1	350	1.40	54	0.2	--	--	--	--	--	--	--	--
			AFTER MTCE	50 MPH		60	0.90	1294	1.5	20	0.05	1070	0.2	--	--	--	--	--	--	--	--
				30 MPH		70	0.50	409	1.7	20	0.03	358	0.2	--	--	--	--	--	--	--	--
				IDLE (D)		115	0.10	36	6.0	25	0.03	56	4.5	--	--	--	--	--	--	--	--
				IDLE (N)		105	1.15	32	5.4	20	0.03	46	3.9	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH		50	0.95	1418	1.5	15	0.05	970	0.1	--	--	--	--	--	--	--	--
				30 MPH		70	0.80	399	1.4	30	0.70	317	0.1	--	--	--	--	--	--	--	--
				IDLE (D)		90	0.10	36	6.1	20	0.03	59	4.5	--	--	--	--	--	--	--	--
				IDLE (N)		100	0.15	42	5.2	25	0.03	54	3.6	--	--	--	--	--	--	--	--
689	1975	PLYM	DUST 225	(12)	(26)	N/A				N/A				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50 MPH		--	--	--	--	--	--	--	--	110	2.80	1144	0.7	50	2.70	921	0.1
				30 MPH		--	--	--	--	--	--	--	--	185	4.40	552	0.7	200	4.40	655	0.1
				IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)		--	--	--	--	--	--	--	--	220	6.30	83	0.9	220	5.20	70	0.3
			REPLICATE	50 MPH		--	--	--	--	--	--	--	--	170	1.90	1169	1.0	70	1.75	563	0.1
				30 MPH		--	--	--	--	--	--	--	--	210	3.50	798	0.5	225	4.20	593	0.2
				IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)		--	--	--	--	--	--	--	--	200	6.80	76	0.8	220	6.00	60	0.3
			AFTER MTCE	50 MPH		--	--	--	--	--	--	--	--	90	1.70	941	0.5	30	1.40	307	0.1
				30 MPH		--	--	--	--	--	--	--	--	170	2.40	716	0.3	155	2.10	532	0.2
				IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)		--	--	--	--	--	--	--	--	75	1.50	85	1.1	20	0.10	60	0.6
			REPLICATE	50 MPH		--	--	--	--	--	--	--	--	105	1.30	941	0.6	25	0.70	266	0.2
				30 MPH		--	--	--	--	--	--	--	--	165	2.10	767	0.4	130	1.50	327	0.2
				IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)		--	--	--	--	--	--	--	--	70	0.90	82	1.2	25	0.30	75	0.9
690	1975	PLYM	VALI 225	(12)	(26)	N/A				N/A				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50 MPH		--	--	--	--	--	--	--	--	70	2.60	348	0.2	70	2.80	348	0.1
				30 MPH		--	--	--	--	--	--	--	--	80	1.20	1294	0.4	80	1.20	1244	0.2
				IDLE (D)		--	--	--	--	--	--	--	--	115	2.40	131	0.3	130	2.80	90	0.5
				IDLE (N)		--	--	--	--	--	--	--	--	120	2.60	85	0.5	110	2.40	85	0.5
			REPLICATE	50 MPH		--	--	--	--	--	--	--	--	60	2.40	491	0.2	60	2.40	511	0.1
				30 MPH		--	--	--	--	--	--	--	--	80	1.30	1045	0.3	70	1.00	1194	1.0
				IDLE (D)		--	--	--	--	--	--	--	--	90	2.20	111	0.3	110	2.40	95	0.5
				IDLE (N)		--	--	--	--	--	--	--	--	115	2.80	70	0.5	110	2.60	80	0.5
			AFTER MTCE	50 MPH		--	--	--	--	--	--	--	--	130	7.00	307	0.2	150	7.60	286	0.1
				30 MPH		--	--	--	--	--	--	--	--	150	1.60	945	0.8	160	2.00	895	0.2
				IDLE (D)		--	--	--	--	--	--	--	--	160	2.40	181	1.2	180	2.80	171	0.6
				IDLE (N)		--	--	--	--	--	--	--	--	150	2.60	101	1.3	140	2.00	101	0.6
			REPLICATE	50 MPH		--	--	--	--	--	--	--	--	130	7.80	245	0.3	140	8.00	245	0.1
				30 MPH		--	--	--	--	--	--	--	--	150	2.20	846	0.9	170	2.20	895	0.1
				IDLE (D)		--	--	--	--	--	--	--	--	140	1.80	207	1.2	160	2.60	176	0.6
				IDLE (N)		--	--	--	--	--	--	--	--	150	3.00	101	1.3	140	2.40	101	0.6
691	1975	PLYM	DUST 225	(12)	(26)	N/A				N/A				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE	50 MPH		--	--	--	--	--	--	--	--	110	2.40	614	0.6	240	2.80	430	0.1
				30 MPH		--	--	--	--	--	--	--	--	300	4.60	389	1.0	240	5.00	327	0.3
				IDLE (D)		--	--	--	--	--	--	--	--	420	9.00	42	1.1	400	10.00	28	1.1
				IDLE (N)		--	--	--	--	--	--	--	--	425	10.00	40	1.0	400	10.00	30	1.2
			REPLICATE	50 MPH		--	--	--	--	--	--	--	--	100	2.00	604	0.6	90	2.60	389	0.1
				30 MPH		--	--	--	--	--	--	--	--	180	4.00	327	1.0	200	4.60	348	0.3
				IDLE (D)		--	--	--	--	--	--	--	--	250	9.80	42	1.3	340	10.00	25	1.2
				IDLE (N)		--	--	--	--	--	--	--	--	350	10.00	40	1.0	300	9.20	36	1.2
			AFTER MTCE	50 MPH		--	--	--	--	--	--	--	--	80	2.20	655	0.5	60	2.30	460	0.2
				30 MPH		--	--	--	--	--	--	--	--	200	4.40	389	1.0	150	2.60	532	0.4
				IDLE (D)		--	--	--	--	--	--	--	--	130	1.20	141	1.2	130	1.30	126	1.4
				IDLE (N)		--	--	--	--	--	--	--	--	100	1.50	75	1.2	40	0.05	50	1.4
			REPLICATE	50 MPH		--	--	--	--	--	--	--	--	110	2.80	511	0.7	90	1.70	470	0.2
				30 MPH		--	--	--	--	--	--	--	--	200	4.80	327	1.1	150	2.80	511	0.4
				IDLE (D)		--	--	--	--	--	--	--	--	170	1.80	111	1.4	140	1.40	151	1.3
				IDLE (N)		--	--	--	--	--	--	--	--	100	1.30	70	1.4	70	0.50	15	1.3
694	1975	PLYM	FURY 360	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE	50 MPH		105	2.80	993	0.4	90	2.50	993	0.3	--	--	--	--	--	--	--	--
				30 MPH		160	2.60	1095	0.4	160	2.80	1095	0.1	--	--	--	--	--	--	--	--
				IDLE (D)		790	9.40	20	0.6	790	8.50	20	0.4	--	--	--	--	--	--	--	--
				IDLE (N)		720	9.10	17	0.7	720	9.00	18	0.4	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH		140	3.20	880	0.3	140	2.90	819	0.3	--	--	--	--	--	--	--	--
				30 MPH		200	3.00	1003	0.3	185	3.00	962	0.1	--	--	--	--	--	--	--	--
				IDLE (D)		890	9.60	17	0.7	890	9.00	17	0.5	--	--	--	--	--	--	--	--
				IDLE (N)		1020	9.90	14	0.7	1010	9.70	14	0.5	--	--	--	--	--	--	--	--
			AFTER MTCE	50 MPH		70	2.50	941	0.6	60	2.40	819	0.2	--	--	--	--	--	--	--	--
				30 MPH		100	1.55	1318	0.5	100	1.50	1194	0.1	--	--	--	--	--	--	--	--
				IDLE (D)		125	2.00	77	0.4	105	1.70	74	0.2	--	--	--	--	--	--	--	--
				IDLE (N)		90	2.50	56	0.3	90	1.70	56	0.2	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH		85	2.70	931	0.4	70	2.50	860	0.2	--	--	--	--	--	--	--	--
				30 MPH		100	1.50	1493	0.4	80	1.30	1393	0.1	--	--	--	--	--	--	--	--
				IDLE (D)		110	1.75	74	0.3	100	1.50	70	0.2	--	--	--	--	--	--	--	--
				IDLE (N)		75	1.35	54	0.5	75	1.20	52	0.2	--	--	--	--	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P. 30MPH	H.P. 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
696	1975	PONT	FIRE	250	(12)	(26)	N/A				N/A				-- LEFT EXHAUST --				- LFT AFTER CONV -			
			BEFORE MTCE		50	MPH	--	--	--	--	--	--	--	--	110	1.89	1020	1.4	110	1.80	1095	0.3
					30	MPH	--	--	--	--	--	--	--	--	130	0.60	2165	2.2	30	0.20	2289	0.5
					IDLE	(D)	--	--	--	--	--	--	--	--	480	9.50	28	1.6	490	10.00	19	0.2
					IDLE	(N)	--	--	--	--	--	--	--	--	475	8.20	27	1.6	500	8.30	21	0.1
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	110	1.60	1070	1.4	115	1.90	1070	0.1
					30	MPH	--	--	--	--	--	--	--	--	120	0.10	2090	1.9	15	0.40	1368	0.1
					IDLE	(D)	--	--	--	--	--	--	--	--	480	10.00	18	1.6	550	10.00	12	0.2
					IDLE	(N)	--	--	--	--	--	--	--	--	550	8.90	22	1.6	590	9.20	17	0.1
			AFTER MTCE		50	MPH	--	--	--	--	--	--	--	--	120	3.10	266	0.9	110	3.80	286	0.1
					30	MPH	--	--	--	--	--	--	--	--	155	3.00	1070	0.8	155	3.00	696	0.1
					IDLE	(D)	--	--	--	--	--	--	--	--	240	4.10	80	0.9	250	4.30	59	0.2
					IDLE	(N)	--	--	--	--	--	--	--	--	220	3.10	59	0.7	220	2.90	37	0.2
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	110	2.70	634	1.0	120	3.20	583	0.1
					30	MPH	--	--	--	--	--	--	--	--	160	1.20	1443	1.3	170	1.30	1393	0.1
					IDLE	(D)	--	--	--	--	--	--	--	--	330	3.60	76	1.3	340	4.30	59	0.2
					IDLE	(N)	--	--	--	--	--	--	--	--	220	1.70	47	1.3	250	1.30	41	0.1
698	1975	PONT	FIRE	350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50	MPH	280	9.40	141	0.4	300	9.40	131	0.3	--	--	--	--	--	--	--	--
					30	MPH	330	7.00	186	0.3	330	6.20	191	0.3	--	--	--	--	--	--	--	--
					IDLE	(D)	590	6.00	90	0.4	175	7.20	62	0.2	--	--	--	--	--	--	--	--
					IDLE	(N)	1100	8.40	34	0.5	1120	9.20	26	0.3	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	310	10.00	111	0.3	330	10.00	90	0.3	--	--	--	--	--	--	--	--
					30	MPH	370	7.60	116	0.3	360	8.00	121	0.2	--	--	--	--	--	--	--	--
					IDLE	(D)	610	8.20	58	0.4	720	10.00	38	0.2	--	--	--	--	--	--	--	--
					IDLE	(N)	1200	10.00	12	0.1	1140	10.00	14	0.5	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	230	7.80	227	0.6	260	10.00	103	0.2	--	--	--	--	--	--	--	--
					30	MPH	350	8.20	255	0.8	350	7.80	245	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	550	0.30	307	1.7	360	2.30	78	0.1	--	--	--	--	--	--	--	--
					IDLE	(N)	380	4.20	186	1.2	400	4.40	82	0.1	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	250	8.40	166	0.5	270	8.60	166	0.1	--	--	--	--	--	--	--	--
					30	MPH	320	7.00	389	0.6	330	7.20	307	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	620	0.20	286	3.8	50	0.05	348	0.9	--	--	--	--	--	--	--	--
					IDLE	(N)	140	1.50	60	1.2	130	1.20	26	0.1	--	--	--	--	--	--	--	--
699	1975	PONT	LEMA	350	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50	MPH	60	2.40	1443	0.1	70	2.40	1493	0.1	--	--	--	--	--	--	--	--
					30	MPH	140	3.80	716	0.2	140	3.80	647	0.3	--	--	--	--	--	--	--	--
					IDLE	(D)	220	7.80	36	0.1	220	7.80	64	0.1	--	--	--	--	--	--	--	--
					IDLE	(N)	340	9.80	42	0.1	320	9.60	36	0.1	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	85	1.70	1468	0.3	90	2.00	1418	0.3	--	--	--	--	--	--	--	--
					30	MPH	160	4.70	593	0.1	165	5.00	767	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	220	6.80	46	0.1	220	6.80	40	0.1	--	--	--	--	--	--	--	--
					IDLE	(N)	345	9.80	31	0.1	350	9.90	20	0.1	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	60	0.40	3085	1.7	15	0.05	3185	1.5	--	--	--	--	--	--	--	--
					30	MPH	90	1.10	2588	0.2	60	0.90	2588	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	90	0.05	181	2.1	20	0.05	171	2.0	--	--	--	--	--	--	--	--
					IDLE	(N)	80	0.10	86	1.3	20	0.05	85	1.2	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	60	0.40	2986	1.2	15	0.05	2787	0.9	--	--	--	--	--	--	--	--
					30	MPH	80	1.15	2687	0.4	40	0.70	2588	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	110	0.05	151	2.7	20	0.05	141	2.6	--	--	--	--	--	--	--	--
					IDLE	(N)	90	0.25	74	1.9	20	0.05	80	1.8	--	--	--	--	--	--	--	--
700	1975	PONT	CATA	400	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50	MPH	150	4.40	945	0.3	150	4.40	995	0.2	--	--	--	--	--	--	--	--
					30	MPH	245	5.90	491	0.3	240	6.00	430	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	450	8.60	28	0.8	420	9.00	18	0.3	--	--	--	--	--	--	--	--
					IDLE	(N)	760	8.80	18	0.9	750	8.80	13	0.3	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	165	4.60	982	0.4	150	4.40	972	0.1	--	--	--	--	--	--	--	--
					30	MPH	230	5.80	501	0.3	235	6.00	419	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	335	7.00	52	0.7	370	7.40	24	0.2	--	--	--	--	--	--	--	--
					IDLE	(N)	410	7.50	33	0.7	415	7.30	21	0.2	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	170	9.20	111	0.9	140	7.40	101	0.7	--	--	--	--	--	--	--	--
					30	MPH	140	6.00	106	1.6	170	4.80	106	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	220	3.60	50	1.8	210	3.80	25	0.2	--	--	--	--	--	--	--	--
					IDLE	(N)	200	3.20	40	2.0	190	3.00	24	0.3	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	180	9.00	151	0.8	160	8.00	106	0.6	--	--	--	--	--	--	--	--
					30	MPH	160	5.20	113	1.2	160	4.80	84	0.2	--	--	--	--	--	--	--	--
					IDLE	(D)	200	3.60	50	1.3	220	4.00	22	0.3	--	--	--	--	--	--	--	--
					IDLE	(N)	210	3.00	40	2.2	190	3.00	23	0.3	--	--	--	--	--	--	--	--
701	1976	PONT	FIRE	400	(15)	(31)	- RIGHT EXHAUST -				- RT AFTER CONV --				N/A				N/A			
			BEFORE MTCE		50	MPH	140	4.10	327	0.2	120	3.80	419	0.2	--	--	--	--	--	--	--	--
					30	MPH	180	4.80	307	0.2	180	4.60	389	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	265	4.40	74	0.4	270	4.80	56	0.6	--	--	--	--	--	--	--	--
					IDLE	(N)	440	5.50	30	0.5	470	5.10	29	0.4	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	135	5.00	266	0.2	135	5.00	307	0.1	--	--	--	--	--	--	--	--
					30	MPH	190	5.80	266	0.2	180	5.40	348	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	280	4.80	80	0.5	280	5.00	75	0.6	--	--	--	--	--	--	--	--
					IDLE	(N)	440	5.50	32	0.5	440	5.40	32	0.5	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	80	2.80	217	4.8	100	3.80	286	0.1	--	--	--	--	--	--	--	--
					30	MPH	110	3.80	116	4.9	135	5.20	151	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	160	3.60	44	5.1	210	5.00	48	0.5	--	--	--	--	--	--	--	--
					IDLE	(N)	200	4.80	32	5.0	240	6.10	36	0.3	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	100	3.60	191	4.7	110	4.60	276	0.1	--	--	--	--	--	--	--	--
					30	MPH	120	4.30	108	4.8	140	5.80	136	0.1	--	--	--	--	--	--	--	--
					IDLE	(D)	160	3.70	46	5.0	200	4.80	52	0.5	--	--	--	--	--	--	--	--
					IDLE	(N)	190	4.50	32	4.9	230	5.70	37	0.3	--	--	--	--	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					--- H.P. --		------- RIGHT EXHAUST SYSTEM -------								------- LEFT EXHAUST SYSTEM -------							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
705	1975	DATS	B210	85	(9)	(21)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	160	3.40	1244	3.2	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	110	1.50	389	4.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	90	2.40	14	2.6	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	150	3.40	1393	3.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	90	1.20	511	4.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	80	2.40	24	2.7	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	50	1.10	1916	3.3	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	35	0.45	1567	4.8	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	45	0.45	46	7.4	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	45	0.95	2115	3.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	35	0.45	1617	4.7	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	30	0.38	56	7.4	--	--	---	--
709	1975	OPEL	STAW	116	(9)	(21)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	190	4.60	995	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	180	5.80	440	0.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	130	6.40	111	0.2	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	190	4.80	839	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	190	6.20	430	0.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	130	6.60	111	0.2	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	110	2.40	796	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	110	2.60	470	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	60	1.50	90	0.2	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	110	2.40	696	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	110	2.60	409	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	60	1.50	80	0.2	--	--	---	--	--	--	---	--	--	--	---	--
713	1975	TOYO	CORO	134	(12)	(26)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	75	0.75	1841	4.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	155	2.00	819	4.9	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	60	1.25	34	4.0	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	70	0.70	1816	4.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	155	2.25	726	4.9	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	70	0.85	34	4.4	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	500	0.75	1095	4.6	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	120	1.70	747	4.7	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	15	0.25	37	3.4	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	100	0.95	1816	4.6	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	115	1.80	696	4.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	20	0.29	46	4.0	--	--	---	--
714	1975	VOLK	SEDA	97	(9)	(21)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	130	1.70	2588	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	180	1.50	2140	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	150	3.40	86	0.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	140	1.80	2588	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	170	1.40	995	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	165	3.50	88	0.4	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	50	1.30	1020	1.1	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	70	0.60	491	1.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	300	0.28	176	2.5	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	50	1.20	1045	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	70	0.55	542	1.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	250	0.25	176	2.4	--	--	---	--	--	--	---	--	--	--	---	--
715	1975	VOLK	SEDA	97	(9)	(21)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	170	5.20	572	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	220	3.90	945	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	480	8.50	36	0.6	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	125	1.75	2090	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	195	2.40	1343	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	280	6.30	49	0.6	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	100	2.60	900	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	120	1.40	348	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	135	1.30	66	0.6	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	70	1.80	798	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	100	1.00	307	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	160	1.35	54	0.7	--	--	---	--	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N, CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					H.P.				RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
VEH NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH			HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
716	1975	VOLK	SEDA	97	(9)	(21)			- RIGHT EXHAUST -				N/A				N/A				N/A			
							BEFORE MTCE	50 MPH	160	3.10	995	0.4	—	—	—	—	—	—	—	—	—	—	—	—
								30 MPH	200	3.40	409	0.4	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (N)	260	7.00	57	0.4	—	—	—	—	—	—	—	—	—	—	—	—
							REPLICATE	50 MPH	175	3.60	931	0.4	—	—	—	—	—	—	—	—	—	—	—	—
								30 MPH	200	3.80	440	0.3	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (N)	260	7.00	58	0.4	—	—	—	—	—	—	—	—	—	—	—	—
							AFTER MTCE	50 MPH	125	4.20	737	0.5	—	—	—	—	—	—	—	—	—	—	—	—
								30 MPH	130	2.20	222	0.3	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (N)	150	2.90	80	0.4	—	—	—	—	—	—	—	—	—	—	—	—
							REPLICATE	50 MPH	120	4.20	716	0.4	—	—	—	—	—	—	—	—	—	—	—	—
								30 MPH	120	2.30	209	0.3	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (N)	160	2.80	68	0.3	—	—	—	—	—	—	—	—	—	—	—	—
717	1975	VOLK	TRAN	109	(12)	(26)			N/A				- T.P. COMPOSITE -				N/A				N/A			
							BEFORE MTCE	50 MPH	—	—	—	—	150	6.60	204	0.4	—	—	—	—	—	—	—	—
								30 MPH	—	—	—	—	180	3.00	276	0.3	—	—	—	—	—	—	—	—
								IDLE (D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (N)	—	—	—	—	370	8.10	43	0.3	—	—	—	—	—	—	—	—
							REPLICATE	50 MPH	—	—	—	—	135	6.10	255	0.3	—	—	—	—	—	—	—	—
								30 MPH	—	—	—	—	180	3.40	266	0.3	—	—	—	—	—	—	—	—
								IDLE (D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (N)	—	—	—	—	340	7.60	46	0.3	—	—	—	—	—	—	—	—
							AFTER MTCE	50 MPH	—	—	—	—	80	6.00	409	0.5	—	—	—	—	—	—	—	—
								30 MPH	—	—	—	—	105	4.00	470	0.2	—	—	—	—	—	—	—	—
								IDLE (D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (N)	—	—	—	—	70	2.90	111	0.2	—	—	—	—	—	—	—	—
							REPLICATE	50 MPH	—	—	—	—	80	6.80	389	0.4	—	—	—	—	—	—	—	—
								30 MPH	—	—	—	—	140	3.30	430	0.3	—	—	—	—	—	—	—	—
								IDLE (D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (N)	—	—	—	—	80	2.70	136	0.2	—	—	—	—	—	—	—	—
046	1974	AMMO	HORN	304	(12)	(26)			N/A				N/A				-- LEFT EXHAUST --				N/A			
							BEFORE MTCE	50 MPH	—	—	—	—	—	—	—	—	245	1.50	2986	1.0	—	—	—	—
								30 MPH	—	—	—	—	—	—	—	—	320	1.55	1493	0.8	—	—	—	—
								IDLE (D)	—	—	—	—	—	—	—	—	360	2.90	103	0.5	—	—	—	—
								IDLE (N)	—	—	—	—	—	—	—	—	280	4.00	65	0.4	—	—	—	—
							REPLICATE	50 MPH	—	—	—	—	—	—	—	—	250	1.40	2886	0.8	—	—	—	—
								30 MPH	—	—	—	—	—	—	—	—	320	1.50	1468	0.7	—	—	—	—
								IDLE (D)	—	—	—	—	—	—	—	—	380	3.20	96	0.5	—	—	—	—
								IDLE (N)	—	—	—	—	—	—	—	—	400	4.70	80	0.6	—	—	—	—
							AFTER MTCE	50 MPH	—	—	—	—	—	—	—	—	230	1.40	2364	0.8	—	—	—	—
								30 MPH	—	—	—	—	—	—	—	—	270	1.60	1095	0.7	—	—	—	—
								IDLE (D)	—	—	—	—	—	—	—	—	280	1.80	171	0.5	—	—	—	—
								IDLE (N)	—	—	—	—	—	—	—	—	210	2.20	80	0.4	—	—	—	—
							REPLICATE	50 MPH	—	—	—	—	—	—	—	—	240	1.50	2364	0.8	—	—	—	—
								30 MPH	—	—	—	—	—	—	—	—	270	1.40	1119	0.6	—	—	—	—
								IDLE (D)	—	—	—	—	—	—	—	—	245	1.90	171	0.5	—	—	—	—
								IDLE (N)	—	—	—	—	—	—	—	—	200	2.30	95	0.4	—	—	—	—
047	1974	BUIC	RIVI	455	(18)	(36)			N/A				- T.P. COMPOSITE -				N/A				N/A			
							BEFORE MTCE	50 MPH	—	—	—	—	140	1.50	1742	4.0	—	—	—	—	—	—	—	—
								30 MPH	—	—	—	—	200	1.45	911	4.5	—	—	—	—	—	—	—	—
								IDLE (D)	—	—	—	—	190	0.30	255	6.0	—	—	—	—	—	—	—	—
								IDLE (N)	—	—	—	—	105	0.25	84	7.3	—	—	—	—	—	—	—	—
							REPLICATE	50 MPH	—	—	—	—	165	2.00	1393	3.8	—	—	—	—	—	—	—	—
								30 MPH	—	—	—	—	215	1.60	829	4.5	—	—	—	—	—	—	—	—
								IDLE (D)	—	—	—	—	190	0.45	266	5.6	—	—	—	—	—	—	—	—
								IDLE (N)	—	—	—	—	110	0.30	89	7.2	—	—	—	—	—	—	—	—
							AFTER MTCE	50 MPH	—	—	—	—	160	1.85	1393	2.5	—	—	—	—	—	—	—	—
								30 MPH	—	—	—	—	200	1.35	839	2.7	—	—	—	—	—	—	—	—
								IDLE (D)	—	—	—	—	165	0.22	229	4.8	—	—	—	—	—	—	—	—
								IDLE (N)	—	—	—	—	100	0.20	77	5.7	—	—	—	—	—	—	—	—
							REPLICATE	50 MPH	—	—	—	—	140	1.80	1468	2.5	—	—	—	—	—	—	—	—
								30 MPH	—	—	—	—	190	1.40	839	2.7	—	—	—	—	—	—	—	—
								IDLE (D)	—	—	—	—	155	0.20	276	4.8	—	—	—	—	—	—	—	—
								IDLE (N)	—	—	—	—	105	0.22	103	5.6	—	—	—	—	—	—	—	—
048	1974	BUIC	CENT	350	(15)	(31)			- RIGHT EXHAUST -				N/A				N/A				N/A			
							BEFORE MTCE	50 MPH	120	2.60	1393	3.2	—	—	—	—	—	—	—	—	—	—	—	—
								30 MPH	205	2.50	945	3.5	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (D)	200	1.90	70	4.4	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (N)	180	0.70	38	4.8	—	—	—	—	—	—	—	—	—	—	—	—
							REPLICATE	50 MPH	140	3.00	1244	3.2	—	—	—	—	—	—	—	—	—	—	—	—
								30 MPH	200	2.90	796	3.5	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (D)	200	2.00	70	4.5	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (N)	150	0.75	38	4.7	—	—	—	—	—	—	—	—	—	—	—	—
							AFTER MTCE	50 MPH	45	1.80	645	2.7	—	—	—	—	—	—	—	—	—	—	—	—
								30 MPH	95	2.40	276	3.3	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (D)	75	0.42	85	4.7	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (N)	35	0.29	44	5.5	—	—	—	—	—	—	—	—	—	—	—	—
							REPLICATE	50 MPH	35	1.70	624	2.6	—	—	—	—	—	—	—	—	—	—	—	—
								30 MPH	90	2.30	307	3.4	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (D)	75	0.40	96	4.7	—	—	—	—	—	—	—	—	—	—	—	—
								IDLE (N)	35	0.28	50	5.7	—	—	—	—	—	—	—	—	—	—	—	—

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
049	1974	CHEV	VEGA	140	(9)	(21)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	75	1.00	2986	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	250	5.30	798	0.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	390	7.20	131	0.3	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	290	7.30	82	0.3	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	90	1.40	2588	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	245	5.70	634	0.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	390	8.10	116	0.3	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	300	7.70	82	0.2	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	100	1.90	2364	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	160	3.60	563	0.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	310	3.50	154	0.3	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	260	6.00	84	0.2	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	110	2.70	1816	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	170	4.10	563	0.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	340	4.80	232	0.2	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	250	5.40	90	0.2	--	--	---	--
050	1974	CHEV	MONT	350	(15)	(31)	N/A				T.P. COMPOSITE				N/A				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	380	9.50	65	3.9	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	240	1.70	232	4.5	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	230	2.60	53	5.4	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	95	1.25	41	5.8	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	480	9.60	52	4.3	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	220	2.00	266	4.6	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	220	2.60	50	5.7	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	90	1.30	36	5.9	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	300	6.70	77	6.3	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	160	1.20	348	5.9	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	205	0.15	113	8.8	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	175	0.22	43	9.2	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	320	8.00	62	5.7	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	165	1.35	276	6.5	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	205	0.18	113	8.8	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	150	0.20	38	9.6	--	--	---	--	--	--	---	--
051	1974	CHEV	NOVA	250	(12)	(26)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	160	2.30	1070	4.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	230	3.00	239	3.7	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	70	1.20	31	3.5	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	160	3.00	945	3.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	240	3.10	247	3.9	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	55	1.15	32	3.9	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	110	2.10	1020	3.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	160	2.40	229	3.9	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	65	0.55	33	6.6	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	120	2.60	880	3.6	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	170	3.10	186	3.8	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	60	0.60	35	6.0	--	--	---	--
052	1974	CHEV	CAMA	350	(15)	(31)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	185	1.65	706	3.1	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	170	1.15	286	3.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	175	4.10	101	2.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	70	1.80	82	3.0	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	170	1.80	655	3.2	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	170	1.55	204	3.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	190	4.00	222	2.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	50	2.00	37	1.7	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	165	3.00	511	3.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	135	1.90	286	3.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	200	1.40	101	5.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	80	0.90	45	5.4	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	170	3.40	460	3.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	150	2.70	207	3.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	240	2.00	84	4.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	90	0.90	45	5.6	--	--	---	--	--	--	---	--	--	--	---	--
053	1974	CHEV	CHEL	350	(15)	(31)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	70	3.30	317	3.1	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	75	0.55	337	4.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	100	3.10	37	3.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	85	2.40	31	4.4	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	60	3.60	227	2.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	65	0.60	286	3.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	90	3.40	35	2.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	75	2.60	33	3.8	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	175	8.60	73	2.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	80	0.90	327	3.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	135	0.18	161	6.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	190	0.15	55	7.4	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	170	9.00	75	2.1	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	50	0.85	348	3.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	125	0.18	161	6.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	65	0.22	53	7.2	--	--	---	--	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P. 30MPH	H.P. 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
054	1974	CHEV	CAPR	400	(18)	(36)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	68	2.40	624	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	100	2.70	317	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	245	8.60	53	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	240	9.10	42	0.6	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	80	2.30	655	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	105	2.61	327	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	265	8.60	54	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	300	8.80	52	0.7	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	90	2.10	675	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	130	2.20	348	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	170	2.20	97	1.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	125	2.30	65	1.1	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	320	2.40	522	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	160	2.50	224	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	170	2.40	80	1.2	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	120	2.80	71	1.2	--	--	--	--	--	--	--	--	--	--	--	--
055	1974	DODG	CHAR	318	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	275	7.30	286	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	485	10.00	84	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	250	0.15	84	3.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	160	0.18	59	3.1	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	270	7.10	296	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	470	10.00	101	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	220	0.15	126	2.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	220	0.19	53	3.2	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	230	3.40	839	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	320	3.00	634	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	250	2.00	101	1.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	170	1.50	61	1.0	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	210	3.20	995	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	300	3.40	685	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	230	1.80	101	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	150	1.40	63	1.0	--	--	--	--	--	--	--	--	--	--	--	--
056	1974	DODG	DART	225	(12)	(26)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	--	--	--	--	170	3.30	665	3.1	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	300	3.30	399	5.9	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	400	8.10	50	4.9	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	335	7.20	45	5.0	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	165	3.05	655	2.8	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	280	3.10	327	2.8	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	390	7.80	56	3.0	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	340	8.00	46	3.1	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	--	--	--	--	140	3.60	829	0.8	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	200	3.00	399	0.6	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	130	2.00	184	0.7	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	110	1.00	111	1.5	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	160	4.00	890	1.6	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	180	3.40	430	0.8	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	180	2.40	128	1.1	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	140	2.30	108	1.2	--	--	--	--
057	1974	FORD	PINT	122	(9)	(21)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	160	2.10	1418	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	235	1.40	819	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	185	3.40	61	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	170	2.30	1418	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	210	1.60	737	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	160	2.40	62	0.2	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	155	2.30	1592	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	240	1.85	1269	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	230	3 10	57	0 3	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	190	1.80	1816	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	260	1.50	1443	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	215	3.60	59	0.2	--	--	--	--	--	--	--	--	--	--	--	--
058	1974	FORD	MAVE	302	(12)	(26)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	220	4.10	1070	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	200	4.20	378	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	290	6.80	84	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	260	6.50	66	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	215	4.00	1194	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	205	4.20	430	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	300	6.90	90	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	270	6.40	78	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	255	3.90	1393	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	270	3.50	655	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	300	2.35	128	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	230	2.70	61	0.7	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	270	3.80	1318	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	275	3.40	655	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	300	2.25	131	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	220	2.10	61	0.7	--	--	--	--	--	--	--	--	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					--- H.P. --		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
059	1974	FORD	MAVE	250	(12)	(26)	N/A				T.P. COMPOSITE				N/A				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	180	2.40	1269	0.8	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	240	2.60	1045	0.4	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	370	9.40	36	0.7	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	360	8.50	34	0.5	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	190	2.70	1318	0.6	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	240	3.00	900	0.4	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	395	9.30	37	0.7	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	375	8.40	35	0.6	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	215	3.40	849	2.7	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	190	4.00	419	2.5	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	195	3.00	85	2.6	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	140	3.20	60	2.7	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	225	3.60	798	2.8	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	190	3.70	460	2.6	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	195	3.50	80	2.6	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	140	3.30	60	2.7	--	--	---	--	--	--	---	--
060	1974	FORD	LTD	400	(15)	(31)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	150	2.30	819	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	170	1.70	972	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	340	3.50	70	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	425	2.80	36	0.4	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	150	2.50	798	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	160	2.00	1003	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	320	3.20	78	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	415	3.00	40	0.5	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	134	3.20	368	0.2	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	130	3.00	481	0.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	180	0.80	239	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	140	1.30	108	0.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	130	3.20	389	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	130	3.20	255	0.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	160	1.00	186	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	100	1.40	78	0.3	--	--	---	--	--	--	---	--	--	--	---	--
061	1974	FORD	LTD	400	(15)	(31)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	130	2.20	1493	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	110	1.70	819	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	160	1.30	286	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	80	2.70	266	0.9	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	130	2.20	995	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	120	1.60	593	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	160	1.20	532	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	80	1.50	212	1.3	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	150	2.50	1095	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	130	1.90	389	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	170	0.90	194	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	120	0.70	327	0.9	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	130	2.40	1294	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	120	1.50	522	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	155	0.60	166	1.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	90	0.55	67	0.9	--	--	---	--	--	--	---	--	--	--	---	--
062	1974	LINC	CONT	460	(18)	(36)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	215	3.80	1443	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	240	3.00	747	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	250	4.60	72	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	215	5.60	50	0.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	210	3.80	1443	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	240	3.40	767	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	260	5.60	64	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	220	6.40	45	0.2	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	215	4.20	1219	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	215	2.40	798	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	130	0.13	126	1.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	70	0.60	66	0.7	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	190	4.10	1393	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	220	3.00	798	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	130	0.13	126	2.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	80	0.95	68	0.8	--	--	---	--	--	--	---	--	--	--	---	--
063	1974	MERC	MONT	302	(15)	(31)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	200	1.50	2413	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	260	1.05	1692	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	310	3.10	87	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	230	2.60	57	0.4	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	210	0.55	2339	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	265	1.10	1493	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	370	2.70	94	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	260	3.20	59	0.4	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	210	0 60	1891	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	270	1.00	1343	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	330	1.90	86	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	250	1.50	50	0.6	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	200	0.60	1990	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	260	1.10	1294	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	320	1.90	90	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	220	1.70	52	0.5	--	--	---	--	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE HC - PPM/HEX. CO - $, UNCORRECTED NOX - PPM

APPENDIX N CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					--- H P ---		-------- RIGHT EXHAUST SYSTEM --------								-------- LEFT EXHAUST SYSTEM --------							
NO	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
064	1974	OLDS	CUTL	350	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	180	1.20	921	3.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	230	2.10	532	3.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	230	2.00	70	3.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	170	2.10	46	3.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	170	1.20	962	3.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	230	2.10	491	3.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	220	1.60	66	3.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	160	1.50	40	3.4	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	150	1.20	941	2.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	215	2.60	481	2.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	165	0.35	88	2.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	110	0.45	51	2.7	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	160	1.65	819	2.1	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	220	2.60	409	1.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	160	0.20	82	2.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	100	0 40	62	2.3	--	--	---	--	--	--	---	--	--	--	---	--
065	1974	OLDS	DELT	350	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	160	2.40	706	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	240	2.00	767	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	140	1.80	128	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	130	3.50	76	0 2	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	140	2.20	665	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	240	2.20	624	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	140	1.60	118	0 3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	130	3.40	71	0 2	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	165	1.40	1219	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	300	1.40	1294	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	110	0.20	81	3.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	100	0.20	61	2.1	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	180	2.20	941	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	290	1.50	1070	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	150	0.20	71	3.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	140	0.25	57	2.5	--	--	---	--	--	--	---	--	--	--	---	--
066	1974	OLDS	98	455	(18)	(36)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	105	0.70	1642	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	190	1.60	1194	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	215	2.30	85	1.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	175	3.10	52	1.0	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	110	1.00	1742	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	185	1.70	1617	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	210	2.60	88	1.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	190	3.50	59	1.0	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	110	1.00	1791	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	230	3.20	921	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	210	2.80	106	3.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	190	3.80	49	3.2	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	140	2.30	1493	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	250	4.60	798	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	250	4.30	90	3.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	220	4.60	48	3.2	--	--	---	--	--	--	---	--	--	--	---	--
067	1974	PLYM	SATE	318	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	220	1.40	1667	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	320	1.80	900	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	230	1.20	85	3.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	450	0.70	52	3.8	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	220	1.20	1393	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	310	1.70	767	1.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	230	1.10	72	3.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	450	0.70	48	4.1	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	150	1 50	1194	0 8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	200	2 00	532	0 6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	170	0.50	131	1.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	100	0.30	78	1.9	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	140	1.40	1045	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	200	2.10	440	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	170	0.60	116	1.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	100	0.40	70	1.8	--	--	---	--	--	--	---	--	--	--	---	--
068	1974	PLYM	DUST	225	(12)	(26)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	120	2.20	1966	0.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	250	3.80	1045	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	350	8.80	75	0.9	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	320	8.80	61	0.9	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	150	2.50	1592	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	270	3.80	788	0.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	370	9.00	67	0.8	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	330	8.60	60	0.8	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	140	2.10	1567	0.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	230	3.00	941	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	200	4.20	116	0.8	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	150	1.10	84	0.7	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	145	2.10	1368	0.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	220	3.00	972	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	195	3.70	106	0.9	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	150	3.90	73	0.7	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE HC - PPM/HEX. CO - %. UNCORRECTED NOX - PPM

APPENDIX N.CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO	YEAR	MAKE	MODL	CID	H.P. 30MPH	H.P. 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
069	1974	PONT	BONN	400	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	85	0.25	1518	1.2	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	150	0.22	993	1.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	255	4.60	79	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	240	5.70	55	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	120	0.65	1717	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	225	0.95	1095	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	310	6.00	71	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	290	6.90	50	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	95	0.27	1418	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	200	1.20	767	1.2	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	155	0.55	116	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	100	0.90	65	0.9	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	115	0.55	1667	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	165	0.20	1003	1.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	165	1.10	118	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	120	1.40	73	0.6	--	--	--	--	--	--	--	--	--	--	--	--
070	1974	PONT	LEMA	350	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	190	2.80	920	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	340	4.20	450	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	270	6.00	80	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	240	6.60	75	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	210	3.70	880	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	340	5.00	450	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	270	5.80	90	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	250	7.00	60	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	150	0.90	1891	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	290	2.10	995	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	170	1.00	143	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	150	1.90	77	0.5	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	190	1.90	1070	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	300	3.00	552	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	180	0.60	118	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	180	1.00	71	0.3	--	--	--	--	--	--	--	--	--	--	--	--
071	1974	DATS	610	119	(9)	(21)	N/A				- T.P. COMPOSITE -				N/A				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	110	4.60	317	3.7	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	135	2.60	286	4.1	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	1330	0.15	16	11.1	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	110	3.70	368	3.7	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	130	2.60	266	4.2	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	1360	0.16	13	11.2	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	140	5.20	368	3.3	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	165	2.60	430	4.4	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	800	0.07	27	10.2	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	180	5.60	266	3.4	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	160	2.60	255	4.3	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	800	0.07	46	10.1	--	--	--	--	--	--	--	--
072	1974	MAZD	RX3	70	(9)	(21)	N/A				- T.P. COMPOSITE -				N/A				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	330	3.80	604	5.1	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	700	4.80	108	5.8	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	1950	5.00	0	8.1	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	280	1.30	13	4.9	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	310	3.60	563	5.2	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	800	5.00	113	5.9	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	1540	4.70	12	8.0	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	650	1.90	14	6.0	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	12	0.90	389	1.4	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	15	0.75	121	0.4	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	45	6.25	19	0.4	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	40	2.40	19	0.5	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	5	0.70	572	1.7	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	9	0.55	151	1.0	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	20	4.75	28	0.4	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	9	1.90	24	0.5	--	--	--	--	--	--	--	--
073	1974	TOYO	CELI	97	(9)	(21)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	60	0.70	1717	1.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	130	0.40	870	1.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	350	6.60	50	0.7	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	50	0.25	1667	2.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	110	0.40	839	1.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	340	6.20	52	0.7	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	70	0.50	1518	3.1	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	120	0.40	716	2.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	210	0.40	50	3.2	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	55	0.30	1343	4.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	110	0.40	665	3.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	250	0 50	52	3.8	--	--	--	--	--	--	--	--	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE HC - PPM/HEX. CO - %. UNCORRECTED NOX - PPM

APPENDIX N.CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					H P		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
074	1974	VOLK	SEDA	97	(9)	(21)	N/A				T.P. COMPOSITE				N/A				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	115	1.50	2986	0.7	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	215	2.50	1742	1.6	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	195	4.20	79	0.7	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	110	1.60	2986	2.3	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	70	3.00	1443	1.7	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	60	4.30	95	0.8	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	140	0.80	2787	1.2	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	370	3.10	995	0.8	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	345	3.60	64	0.9	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	110	0.90	2588	1.1	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	320	2.90	1070	0.7	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	290	3.40	64	0.9	--	--	---	--	--	--	---	--
075	1974	VOLK	SEDA	97	(9)	(21)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	95	1.25	2687	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	280	3.50	1219	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	105	6.30	58	0.8	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	90	1.25	3085	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	260	3.30	1667	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	335	6.20	64	0.7	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	160	0.90	3384	1.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	190	2.20	2364	1.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	350	2.60	77	1.8	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	110	1.70	2364	1.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	180	2.30	1567	1.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	410	1.90	73	2.4	--	--	---	--	--	--	---	--	--	--	---	--
352	1974	CHRY	NEWP	400	(15)	(31)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	140	3.20	645	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	190	2.00	1095	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	400	7.80	38	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	600	7.80	30	0.8	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	140	3.20	614	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	195	2.00	696	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	420	7.80	29	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	600	8.00	27	0.7	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	135	2.80	511	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	145	1.20	900	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	110	1.00	74	1.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	120	1.30	46	1.2	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	130	3.00	450	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	150	1.40	1045	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	110	0.75	72	1.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	120	1.30	48	1.1	--	--	---	--	--	--	---	--	--	--	---	--
354	1974	FORD	ELIT	351	(15)	(31)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	270	1.70	1244	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	340	2.60	796	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	300	7.40	126	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	340	8.80	52	0.5	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	280	1.90	1194	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	430	3.00	1045	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	440	8.80	80	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	400	8.40	50	0.5	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	400	2.20	945	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	350	2.40	1244	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	330	1.40	121	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	260	1.60	95	1.0	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	380	2.40	1045	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	330	2.60	1194	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	310	1.60	634	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	260	2.20	75	0.9	--	--	---	--	--	--	---	--	--	--	---	--
721	1974	AMMO	GREM	232	(12)	(26)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	80	0.35	1766	1.1	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	230	1.95	430	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	650	10.00	20	1.0	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	80	0.45	1592	0.9	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	270	2.00	460	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	180	10.00	21	0.9	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	80	0.70	1642	1.0	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	215	2.80	655	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	140	2.50	50	0.6	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	90	0.90	1742	0.9	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	220	2.80	655	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	160	3.00	55	0.6	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX. CO - %. UNCORRECTED NOX - PPM

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					H P		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
VEH NO	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
724	1974	BUIC	APOL	350	(12)	(26)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	165	2.40	798	0.6	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	340	4.40	202	0.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	520	9.60	36	0.7	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	540	9.80	30	0.5	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	190	3.10	665	0.6	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	325	4.80	191	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	460	9.90	35	0.7	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	540	9.90	28	0.5	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	55	0.90	645	3.6	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	150	1.70	327	3.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	110	0.20	98	5.8	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	240	0.20	58	7.0	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	70	1.30	563	3.0	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	140	2.10	317	3.0	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	110	0.20	151	3.1	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	240	0.25	62	6.0	--	--	---	--
728	1974	CHEV	VEGA	140	(12)	(26)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	150	4.30	1518	0.3	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	310	5.40	266	0.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	400	3.50	149	0.5	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	330	3.70	75	0.3	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	160	3.60	1542	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	280	5.80	266	0.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	450	3.20	136	0.5	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	330	4.00	72	0.3	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	130	3.00	1294	0.3	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	200	3.00	430	0.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	350	1.40	450	0.4	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	240	1.70	164	0.4	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	150	3.40	1194	0.3	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	200	4.20	511	0.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	390	3.60	90	0.3	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	320	3.80	76	0.2	--	--	---	--
731	1974	CHEV	NOVA	350	(12)	(26)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	90	1.00	819	3.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	165	1.50	202	3.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	410	1.10	48	5.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	450	0.70	32	5.6	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	120	1.50	798	2.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	200	2.20	266	2.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	425	1.25	52	3.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	400	0.50	34	4.4	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	140	1.80	511	3.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	190	2.30	151	3.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	400	2.00	75	4.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	255	0.75	34	5.1	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	160	3.25	337	2.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	210	3.00	94	3.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	345	1.75	55	4.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	230	1.20	35	4.5	--	--	---	--	--	--	---	--	--	--	---	--
732	1974	CHEV	NOVA	350	(12)	(26)	N/A				- T.P. COMPOSITE -				N/A				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	205	2.00	726	1.1	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	350	4.00	151	1.0	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	2000	10.00	26	2.2	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	2000	10.00	26	3.6	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	265	3.80	460	1.2	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	440	6.00	106	1.0	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	2000	10.00	18	2.4	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	2000	10.00	18	3.9	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	200	3.00	552	1.1	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	325	5.00	111	1.2	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	1000	3.60	47	2.6	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	2000	4.60	35	4.4	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	240	4.50	286	1.0	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	350	6.40	101	1.1	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	900	4.20	44	2.5	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	2000	5.40	33	4.4	--	--	---	--	--	--	---	--
741	1974	FORD	PINT	122	(9)	(21)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	210	4.00	151	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	350	2.60	85	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	350	3.80	26	0.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	220	4.20	113	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	100	3.00	98	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	330	3.20	28	0.3	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	180	4.20	227	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	250	2.00	113	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	230	1.80	25	0.2	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	220	4.00	327	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	290	2.00	58	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	260	2.00	29	0.2	--	--	---	--	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N.CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL CID	--- H.P. -- 30MPH	50MPH	--------- RIGHT EXHAUST SYSTEM --------- HC	CO	NOX	O2	HC	CO	NOX	O2	--------- LEFT EXHAUST SYSTEM --------- HC	CO	NOX	O2	HC	CO	NOX	O2
743	1974	FORD	PINT 140	(12)	(26)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50	MPH	350	8.20	131	0.6	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	700	9.20	85	0.6	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	410	8.80	30	0.8	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	380	8.40	166	0.6	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	900	9.50	94	0.6	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	450	9.50	28	0.7	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE	50	MPH	310	7.60	171	0.5	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	450	5.20	317	0.6	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	240	4.00	50	0.7	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	320	7.80	194	0.5	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	400	5.00	337	0.6	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	230	4.00	50	0.7	--	--	---	--	--	--	---	--	--	--	---	--
744	1974	FORD	PINT 140	(12)	(26)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50	MPH	250	7.40	250	0.4	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	400	3.00	757	0.3	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	350	10.00	24	0.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	270	7.60	266	0.4	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	300	3.40	634	0.4	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	350	10.00	25	0.3	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE	50	MPH	240	6.40	327	0.8	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	205	3.40	450	0.8	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	125	4.40	70	0.6	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	230	6.20	255	0.8	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	230	1.90	995	0.8	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	130	4.60	80	0.6	--	--	---	--	--	--	---	--	--	--	---	--
748	1974	FORD	MAVE 302	(9)	(21)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50	MPH	280	0.20	3285	2.2	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	440	0.19	1816	2.0	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	420	3.80	73	0.7	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	640	3.70	52	0.8	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	250	0.21	3285	2.2	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	475	0.20	1592	1.9	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	410	3.90	57	0.6	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	600	3.60	43	0.8	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE	50	MPH	210	0.45	941	1.3	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	260	0.35	746	1.1	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	300	3.00	75	0.7	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	300	3.40	70	0.4	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	220	0.40	1244	1.3	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	300	0.38	1045	1.0	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	320	3.50	126	0.7	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	320	2.70	75	0.7	--	--	---	--	--	--	---	--	--	--	---	--
753	1974	FORD	STAW 400	(18)	(36)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50	MPH	50	0.50	778	0.5	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	45	0.56	286	0.3	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	75	1.22	106	0.6	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	100	1.15	72	0.5	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	60	0.56	819	0.4	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	65	0.68	266	0.3	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	120	1.27	106	0.7	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	130	1.25	72	0.9	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE	50	MPH	180	1.60	1095	0 4	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	210	2 40	286	0 4	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	205	0.48	222	1.8	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	220	0.65	80	1.8	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	155	1.64	995	0.4	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	195	2.45	245	0.4	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	165	0.72	217	1.7	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	125	0.64	84	1.2	--	--	---	--	--	--	---	--	--	--	---	--
757	1974	OLDS	CUTL 350	(15)	(31)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE	50	MPH	130	0.30	1095	1.3	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	220	0.30	849	1.1	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	275	4.50	70	0.0	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	230	4.70	52	0.0	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	105	0.38	1095	1.3	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	190	0.40	941	1.1	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	240	4.30	69	0.4	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	190	4.20	54	0.4	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE	50	MPH	120	1.00	819	0.8	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	180	0.50	593	1.1	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	120	0.30	96	2.1	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	100	0.36	60	1.7	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	100	0.80	945	0.7	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	200	0.53	202	0.9	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	115	0.30	46	2.1	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	100	0.41	30	1.5	--	--	---	--	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - $, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	--- H.P. --- 30MPH	50MPH	---- RIGHT EXHAUST SYSTEM ---- HC	CO	NOX	O2	HC	CO	NOX	O2	---- LEFT EXHAUST SYSTEM ---- HC	CO	NOX	O2	HC	CO	NOX	O2
758	1974	OLDS	CUTL	350	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	150	2.40	532	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	190	0.35	511	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	1240	0.20	40	3.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	560	0.37	22	2.0	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	100	1.47	511	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	110	0.30	696	1.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	310	0.60	72	4.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	125	0.55	48	2.9	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	60	1.45	634	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	70	0.24	829	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	335	0.08	85	4.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	200	0.10	54	3.0	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	60	1.50	368	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	70	0.22	634	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	420	0.07	50	5.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	195	0.10	36	3.5	--	--	---	--	--	--	---	--	--	--	---	--
760	1974	PLYM	DUST	225	(12)	(26)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	180	3.30	1791	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	305	3.20	1294	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	330	5.80	106	1.3	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	265	5.80	66	0.9	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	190	2.60	1692	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	305	3.80	1194	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	335	6.20	111	1.3	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	270	6.20	70	1.0	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	180	3.20	1592	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	280	3.00	1194	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	170	1.40	186	1.8	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	170	1.20	96	1.8	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	180	3.20	1393	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	280	3.40	1045	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	200	1.40	181	1.8	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	170	1.30	92	1.7	--	--	---	--
761	1974	PLYM	DUST	318	(12)	(26)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	140	0.60	2588	1.3	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	200	0.50	1692	1.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	290	7.00	38	0.9	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	240	6.00	34	0.8	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	120	0.50	3782	1.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	175	0.30	2986	1.7	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	260	7.00	80	1.0	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	220	6.00	70	0.9	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	155	2.00	970	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	230	3.00	829	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	130	0.50	101	1.5	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	115	0.60	67	0.8	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	155	2.15	1070	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	230	2.80	788	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	140	1.80	103	0.9	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	120	0.60	69	1.0	--	--	---	--
762	1974	PLYM	FRY3	360	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	70	1.16	945	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	110	0.90	1294	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	130	2.50	44	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	125	2.50	34	0.6	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	70	1.20	941	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	115	1.00	1294	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	120	2.42	42	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	130	2.58	30	0.6	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	150	2.70	945	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	240	2.50	1318	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	160	2.25	51	2.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	480	2.60	41	2.7	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	160	2.70	1020	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	235	2.40	1418	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	200	2.10	52	2.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	410	2.30	41	2.9	--	--	---	--	--	--	---	--	--	--	---	--
765	1974	PONT	LEMA	350	(15)	(31)	N/A				- T.P. COMPOSITE -				N/A				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	175	1.20	1592	0.8	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	310	1.50	1294	0.6	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	340	7.00	56	0.3	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	315	7.50	40	0.3	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	180	1.10	1642	0.8	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	335	1.70	1294	0.5	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	350	7.30	56	0.3	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	335	7.90	40	0.3	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	200	1.00	1742	0.8	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	330	1.60	1294	0.5	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	170	0.17	88	2.0	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	165	0.18	52	1.7	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	190	1.40	1742	0.8	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	360	2.80	1095	0.5	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	170	0.35	111	1.6	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	150	0.70	62	1.0	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P. 30MPH	H.P. 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
770	1974	COLT	SEDA	98	(9)	(21)	- RIGHT EXHAUST -				-------- N/A ------				-------- N/A ------				-------- N/A ------			
			BEFORE MTCE		50	MPH	120	2.50	2140	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	225	3.00	1717	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	620	9.40	28	0.7	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	180	3.20	1742	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	250	3.80	1542	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	740	9.80	22	0.7	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	110	2.30	1368	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	190	2.60	1045	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	240	5.30	45	0.4	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	110	2.30	1343	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	170	2.50	1169	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	210	4.60	47	0.3	--	--	---	--	--	--	---	--	--	--	---	--
774	1974	FIAT	128	79	(9)	(21)	- RIGHT EXHAUST -				-------- N/A ------				-------- N/A ------				-------- N/A ------			
			BEFORE MTCE		50	MPH	140	2.10	675	2.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	150	1.80	276	3.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	130	2.20	15	2.7	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	140	2.10	747	2.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	150	1.80	276	3.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	120	2.10	12	2.8	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	45	3.20	327	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	80	3.10	176	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	375	7.90	55	1.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	30	1.15	511	2.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	35	2.60	227	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	90	2.20	74	2.6	--	--	---	--	--	--	---	--	--	--	---	--
776	1974	TOYO	CORO	120	(9)	(21)	-------- N/A ------				-------- N/A ------				-- LEFT EXHAUST --				-------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	185	2.00	2486	0.9	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	200	1.05	1567	0.7	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	300	0.60	73	1.2	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	160	1.60	2486	0.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	170	0.80	1642	0.8	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	250	0.25	78	2.2	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	130	2.50	1443	0.6	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	170	2.10	921	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	230	2.20	60	0.5	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	120	2.50	1318	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	120	1.20	900	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	230	1.90	57	0.5	--	--	---	--
777	1974	TOYO	CORO	97	(9)	(21)	-------- N/A ------				-------- N/A ------				-- LEFT EXHAUST --				-------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	200	1.70	2115	0.6	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	200	3.20	1045	0.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	175	10.00	24	0.4	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	190	1.55	1941	0.6	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	200	3.20	399	0.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	180	10.00	25	0.4	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	200	1.60	737	0.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	260	3 20	276	0 4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	240	2.30	29	0.4	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	200	1.70	542	0.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	270	3.20	199	0.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	250	1.80	26	0.5	--	--	---	--
780	1974	VOLV	142	121	(12)	(26)	-------- N/A ------				-------- N/A ------				-- LEFT EXHAUST --				-------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	65	1.11	1642	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	75	1.09	511	0.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	70	2.00	72	0.5	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	60	1.12	1433	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	70	1.02	532	0.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	65	1.69	54	0.5	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	163	2.70	1642	0.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	200	2.40	634	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	135	1 30	46	1.1	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	173	2.70	1443	0.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	165	2.30	552	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	120	1.21	42	1.1	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH				H P		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
101	1973	AMMO	HORN 232	(12)	(26)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE	50	MPH	--	--	---	--	--	--	---	--	105	0.32	3384	1.0	--	--	---	--
				30	MPH	--	--	---	--	--	--	---	--	180	0.35	2787	1.0	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	380	7.70	82	0.5	--	--	---	--
				IDLE	(N)	--	--	---	--	--	--	---	--	335	7.50	59	0.5	--	--	---	--
			REPLICATE	50	MPH	--	--	---	--	--	--	---	--	110	0.31	2687	0.9	--	--	---	--
				30	MPH	--	--	---	--	--	--	---	--	190	0.35	2886	0.9	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	415	8.40	77	0.5	--	--	---	--
				IDLE	(N)	--	--	---	--	--	--	---	--	350	8.00	55	0.5	--	--	---	--
			AFTER MTCE	50	MPH	--	--	---	--	--	--	---	--	80	0.40	1592	0.9	--	--	---	--
				30	MPH	--	--	---	--	--	--	---	--	95	0.40	450	1.0	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	225	1.40	18	0.8	--	--	---	--
				IDLE	(N)	--	--	---	--	--	--	---	--	160	1.70	6	0.9	--	--	---	--
			REPLICATE	50	MPH	--	--	---	--	--	--	---	--	80	0.40	1742	1.1	--	--	---	--
				30	MPH	--	--	---	--	--	--	---	--	110	0.45	921	0.9	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	200	1.40	50	0.7	--	--	---	--
				IDLE	(N)	--	--	---	--	--	--	---	--	150	1.60	40	0.6	--	--	---	--
102	1973	BUIC	ELEC 455	(18)	(36)	N/A				T.P. COMPOSITE				N/A				N/A			
			BEFORE MTCE	50	MPH	--	--	---	--	105	1.90	532	2.5	--	--	---	--	--	--	---	--
				30	MPH	--	--	---	--	100	1.35	247	2.8	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	190	1.10	116	4.6	--	--	---	--	--	--	---	--
				IDLE	(N)	--	--	---	--	100	0.50	50	5.2	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	--	--	---	--	110	2.50	450	2.2	--	--	---	--	--	--	---	--
				30	MPH	--	--	---	--	110	1.90	222	2.7	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	185	1.10	126	4.6	--	--	---	--	--	--	---	--
				IDLE	(N)	--	--	---	--	80	0.40	54	5.2	--	--	---	--	--	--	---	--
			AFTER MTCE	50	MPH	--	--	---	--	70	2.00	593	2.2	--	--	---	--	--	--	---	--
				30	MPH	--	--	---	--	95	1.80	327	2.8	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	80	0.32	108	4.4	--	--	---	--	--	--	---	--
				IDLE	(N)	--	--	---	--	50	0.30	59	4.8	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	--	--	---	--	70	2.10	450	2.4	--	--	---	--	--	--	---	--
				30	MPH	--	--	---	--	100	1.95	286	2.9	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	85	0.52	111	4.3	--	--	---	--	--	--	---	--
				IDLE	(N)	--	--	---	--	48	0.40	62	4.7	--	--	---	--	--	--	---	--
103	1973	CADI	DEVI 472	(18)	(36)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE	50	MPH	60	4.80	141	1.0	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	150	3.50	126	2.3	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	130	2.40	207	3.4	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	110	2.50	38	3.4	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	75	5.60	78	1.1	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	175	3.30	111	2.4	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	120	2.20	40	3.5	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	115	2.70	36	3.3	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE	50	MPH	60	1.80	450	1.6	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	190	3.20	399	2.5	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	85	0.45	59	3.8	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	80	5.50	38	3.7	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	58	3.70	212	0.6	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	90	3.90	171	1.2	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	75	1.60	55	3.0	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	45	1.60	43	2.8	--	--	---	--	--	--	---	--	--	--	---	--
104	1973	CHEV	VEGA 140	(9)	(21)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE	50	MPH	--	--	---	--	--	--	---	--	90	0.45	2015	0.9	--	--	---	--
				30	MPH	--	--	---	--	--	--	---	--	245	3.40	1119	0.4	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	--	--	---	--	--	--	---	--	280	7.60	78	0.3	--	--	---	--
			REPLICATE	50	MPH	--	--	---	--	--	--	---	--	70	0.45	2140	0.8	--	--	---	--
				30	MPH	--	--	---	--	--	--	---	--	260	3.95	242	0.3	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	--	--	---	--	--	--	---	--	320	8.70	69	0.3	--	--	---	--
			AFTER MTCE	50	MPH	--	--	---	--	--	--	---	--	80	0 80	1542	0.9	--	--	---	--
				30	MPH	--	--	---	--	--	--	---	--	230	4 40	860	0 3	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	--	--	---	--	--	--	---	--	280	6.70	92	0.4	--	--	---	--
			REPLICATE	50	MPH	--	--	---	--	--	--	---	--	70	0.45	1692	1.0	--	--	---	--
				30	MPH	--	--	---	--	--	--	---	--	220	4.10	911	0.4	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	--	--	---	--	--	--	---	--	260	6.10	85	0.4	--	--	---	--
105	1973	CHEV	MALI 350	(15)	(31)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE	50	MPH	150	2.00	849	2.9	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	190	1.90	378	3.7	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	180	1.50	63	5.4	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	90	0.90	25	5.9	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	130	2.00	1020	2.9	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	195	2.00	604	3.7	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	180	1.35	71	5.4	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	95	1.10	34	5.3	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE	50	MPH	130	2.50	614	2.6	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	170	2.50	237	3.8	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	140	2.40	73	5.0	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	55	1.10	49	5.4	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	165	3.80	491	2.5	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	190	3.50	212	2.8	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	140	2.70	156	3.3	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	55	1.15	45	4.3	--	--	---	--	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	--- H.P. -- 30MPH	50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
106	1973	CHEV	NOVA	350	(12)	(26)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50 MPH		150	3.00	604	3.4	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH		190	3.50	151	3.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)		190	1.30	80	6.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)		150	0.50	40	7.1	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH		170	2.80	778	3.3	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH		190	3.50	136	3.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)		190	1.30	74	6.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)		140	0.60	40	7.0	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50 MPH		90	1.20	716	3.6	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH		120	2.10	179	3.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)		120	3.10	64	4.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)		50	1.00	44	4.5	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH		85	1.30	624	3.5	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH		115	2.20	156	3.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)		120	3.00	68	4.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)		40	1.00	44	4.7	--	--	---	--	--	--	---	--	--	--	---	--
107	1973	CHEV	IMPA	350	(15)	(31)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50 MPH		210	2.10	1244	3.4	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH		205	0.80	972	4.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)		280	0.55	70	6.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)		260	0.30	65	7.5	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH		200	1.50	1194	3.6	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH		220	0.70	900	4.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)		200	0.30	56	7.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)		290	0.35	136	6.8	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50 MPH		120	1.30	604	3.5	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH		140	0.60	307	4.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)		140	0.35	133	5.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)		80	0.25	69	6.7	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH		130	1.60	33	3.6	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH		170	1.40	209	3.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)		120	0.60	156	5.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)		60	0.70	103	5.8	--	--	---	--	--	--	---	--	--	--	---	--
108	1973	CHEV	IMPA	350	(15)	(31)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50 MPH		55	1.70	573	2.8	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH		95	0.70	389	3.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)		150	3.20	50	3.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)		60	1.75	32	3.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH		60	1.80	604	2.6	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH		100	0.70	491	3.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)		140	3.10	60	3.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)		60	1.70	35	3.6	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50 MPH		110	1.70	696	3.0	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH		140	0.60	532	3.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)		170	1.10	106	5.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)		120	0.50	38	6.4	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH		115	2.10	737	2.5	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH		145	0.70	593	3.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)		175	0.90	121	5.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)		100	0.60	40	5.9	--	--	---	--	--	--	---	--	--	--	---	--
109	1973	CHEV	IMPA	400	(15)	(31)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50 MPH		45	1.45	675	2.0	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH		90	1.10	409	3.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)		125	3.70	50	1.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)		40	1.75	41	2.7	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH		40	1.10	890	2.3	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH		100	1.00	593	3.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)		120	3.60	48	2.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)		45	1.80	37	2.8	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50 MPH		30	1.20	593	1.8	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH		60	0 50	409	3 5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)		140	1.90	75	4.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)		50	1.00	45	4.9	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50 MPH		35	2.00	368	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					30 MPH		75	1.30	327	2.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (D)		140	2.50	72	4.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE (N)		50	1.15	47	4.3	--	--	---	--	--	--	---	--	--	--	---	--
110	1973	DODG	DART	225	(12)	(26)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				------- N/A ------			
			BEFORE MTCE		50 MPH		--	--	---	--	--	--	---	--	190	3.70	2214	0.5	--	--	---	--
					30 MPH		--	--	---	--	--	--	---	--	320	4.20	1542	0.5	--	--	---	--
					IDLE (D)		--	--	---	--	--	--	---	--	430	9.00	64	1.8	--	--	---	--
					IDLE (N)		--	--	---	--	--	--	---	--	410	9.60	48	1.5	--	--	---	--
			REPLICATE		50 MPH		--	--	---	--	--	--	---	--	175	3.60	2140	0.7	--	--	---	--
					30 MPH		--	--	---	--	--	--	---	--	330	3.70	1816	0.5	--	--	---	--
					IDLE (D)		--	--	---	--	--	--	---	--	405	9.00	79	1.7	--	--	---	--
					IDLE (N)		--	--	---	--	--	--	---	--	360	8.60	54	1.5	--	--	---	--
			AFTER MTCE		50 MPH		--	--	---	--	--	--	---	--	125	3.00	2787	0.8	--	--	---	--
					30 MPH		--	--	---	--	--	--	---	--	210	3.00	1966	0.6	--	--	---	--
					IDLE (D)		--	--	---	--	--	--	---	--	170	0.18	317	2.4	--	--	---	--
					IDLE (N)		--	--	---	--	--	--	---	--	105	0.50	106	1.6	--	--	---	--
			REPLICATE		50 MPH		--	--	---	--	--	--	---	--	120	2.80	2886	0.7	--	--	---	--
					30 MPH		--	--	---	--	--	--	---	--	210	2.85	2214	0.5	--	--	---	--
					IDLE (D)		--	--	---	--	--	--	---	--	165	0.15	348	2.5	--	--	---	--
					IDLE (N)		--	--	---	--	--	--	---	--	100	0.36	108	1.6	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH				--- H.P. ---	RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL CID	30MPH 50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
111	1973	FORD	PINT 122	(9) (21)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE	50 MPH	100	2.30	1343	0.8	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	220	1.90	1244	0.6	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	320	7.20	60	1.4	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	250	6.00	56	1.3	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	100	1.70	1393	0.8	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	210	2.50	1119	0.7	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	320	6.00	68	1.3	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	280	7.40	52	1.2	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE	50 MPH	95	1.40	2289	1.0	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	210	1.60	1941	0.6	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	205	0.30	123	0.9	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	150	0.25	68	1.1	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	80	1.10	2339	1.2	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	120	1.50	1841	0.6	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	195	0.30	126	0.8	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	160	0.50	75	1.0	--	--	--	--	--	--	--	--	--	--	--	--
112	1973	FORD	TORI 351	(15) (31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE	50 MPH	150	2.75	511	0.3	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	185	3.20	368	0.3	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	335	4.00	58	0.3	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	260	4.60	46	0.2	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	100	3.40	327	0.3	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	165	3.60	266	0.3	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	290	3.00	58	0.3	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	235	2.20	46	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE	50 MPH	130	2.20	470	0.4	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	160	2.80	239	0.4	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	200	1.70	149	0.6	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	120	3.40	73	0.2	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	95	2.00	409	0.6	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	140	2.90	227	0.3	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	190	1.90	154	0.9	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	110	3.40	75	0.2	--	--	--	--	--	--	--	--	--	--	--	--
113	1973	FORD	MAVE 302	(12) (26)	N/A				- T.P. COMPOSITE -				N/A				N/A			
			BEFORE MTCE	50 MPH	--	--	--	--	275	3.10	870	2.4	--	--	--	--	--	--	--	--
				30 MPH	--	--	--	--	280	2.70	358	2.3	--	--	--	--	--	--	--	--
				IDLE (D)	--	--	--	--	440	6.80	43	2.3	--	--	--	--	--	--	--	--
				IDLE (N)	--	--	--	--	380	7.60	33	2.4	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	--	--	--	--	290	3.90	655	2.3	--	--	--	--	--	--	--	--
				30 MPH	--	--	--	--	250	3.40	286	2.2	--	--	--	--	--	--	--	--
				IDLE (D)	--	--	--	--	410	7.60	35	2.2	--	--	--	--	--	--	--	--
				IDLE (N)	--	--	--	--	330	7.40	35	2.2	--	--	--	--	--	--	--	--
			AFTER MTCE	50 MPH	--	--	--	--	250	2.80	665	0.6	--	--	--	--	--	--	--	--
				30 MPH	--	--	--	--	260	2.30	430	0.5	--	--	--	--	--	--	--	--
				IDLE (D)	--	--	--	--	270	3.40	74	0.6	--	--	--	--	--	--	--	--
				IDLE (N)	--	--	--	--	220	4.20	56	0.4	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	--	--	--	--	260	2.80	747	0.6	--	--	--	--	--	--	--	--
				30 MPH	--	--	--	--	250	3.10	368	0.4	--	--	--	--	--	--	--	--
				IDLE (D)	--	--	--	--	300	3.80	67	0.5	--	--	--	--	--	--	--	--
				IDLE (N)	--	--	--	--	220	4.80	53	0.3	--	--	--	--	--	--	--	--
114	1973	FORD	CUST 351	(15) (31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE	50 MPH	390	7.60	430	0.6	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	380	4.20	645	0.5	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	570	10.00	33	0.4	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	560	10.00	24	0.4	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	430	7.20	593	0.7	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	390	4.10	798	0.6	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	550	10.00	34	0.4	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	580	10.00	24	0.4	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE	50 MPH	450	8 80	159	0.7	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	430	3 00	1742	0 6	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	290	0.80	296	0.8	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	160	1.25	81	0.5	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	450	9.00	138	0.6	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	340	3.10	1003	0.5	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	285	0.90	224	0.7	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	175	1.20	78	0.4	--	--	--	--	--	--	--	--	--	--	--	--
115	1973	FORD	LTD 400	(15) (31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE	50 MPH	140	1.70	2787	0.7	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	145	1.60	1343	0.5	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	280	9.30	62	0.3	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	270	9.20	46	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	140	2.00	2140	0.8	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	200	1.50	1816	0.6	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	320	9.80	52	0.3	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	280	9.20	42	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE	50 MPH	160	3.00	2239	0.8	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	160	2.20	1518	0.5	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	140	1.10	217	1.2	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	100	0.90	83	1.0	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	160	3.10	2040	0.7	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	190	3.00	1866	0.5	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	190	1.30	202	1.6	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	110	1.40	81	1.2	--	--	--	--	--	--	--	--	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
VEH NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
116	1973	MERC	MONR	400	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	130	1.50	532	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	240	1.50	1567	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	215	3.05	89	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	178	2.90	58	0.4	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	128	1.50	593	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	255	1.25	1493	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	225	3.20	96	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	185	3.30	64	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	160	1.70	624	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	270	1.90	1169	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	185	1.25	123	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	120	1.30	68	0.8	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	180	1.90	460	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	280	1.60	1095	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	190	1.10	113	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	150	1.20	66	1.0	--	--	--	--	--	--	--	--	--	--	--	--
117	1973	OLDS	98	455	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	25	0.30	696	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	75	1.05	542	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	55	0.20	121	1.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	40	0.45	63	1.4	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	35	0.40	737	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	95	1.20	470	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	60	0.18	116	1.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	50	0.40	71	1.4	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	60	0.80	716	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	115	1.60	409	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	90	0.20	106	2.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	110	0.60	60	1.3	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	70	1.20	706	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	130	2.30	337	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	105	0.35	101	1.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	95	1.10	64	0.9	--	--	--	--	--	--	--	--	--	--	--	--
118	1973	OLDS	CUTL	350	(15)	(31)	N/A				- T.P. COMPOSITE -				N/A				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	170	5.00	266	4.1	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	175	2.80	286	3.3	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	180	2.00	84	3.1	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	160	3.20	60	3.2	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	180	5.80	106	3.2	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	195	4.00	101	2.9	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	205	3.20	70	2.6	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	180	3.80	62	2.6	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	205	2.20	1020	0.7	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	245	1.00	1045	0.8	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	150	0.20	88	2.2	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	95	0.25	55	1.9	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	200	2.50	962	0.6	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	275	1.30	911	0.7	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	150	0.20	106	1.9	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	110	0.20	60	2.5	--	--	--	--	--	--	--	--
119	1973	PLYM	SATE	318	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	190	4.30	849	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	270	2.40	1244	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	300	8.00	61	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	250	8.40	50	0.7	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	215	4.60	829	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	230	2.70	1045	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	290	7.80	62	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	250	8.40	48	0.6	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	215	4.30	995	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	220	2.30	1045	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	170	0.90	101	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	115	1.40	68	0.9	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	190	3.40	1294	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	200	2.20	1194	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	150	0.70	98	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	100	0.90	66	0.9	--	--	--	--	--	--	--	--	--	--	--	--
120	1973	PLYM	DUST	225	(12)	(26)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	--	--	--	--	145	1.90	3185	0.9	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	210	0.80	2886	1.7	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	340	4.60	88	1.4	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	250	1.85	48	1.3	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	130	1.50	5375	1.0	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	190	0.35	5275	2.0	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	290	3.40	202	1.5	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	190	0.74	121	1.5	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	--	--	--	--	135	1.80	2389	0.9	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	180	0.65	2239	1.5	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	200	2.00	116	2.1	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	135	1.90	83	1.5	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	145	2.30	1567	0.8	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	190	0.90	460	1.4	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	270	4.20	14	1.9	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	170	3.40	11	1.2	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
					30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
121	1973	PONT	CATA	400	(15)	(31)	N/A				- T.P. COMPOSITE -				N/A				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	120	0.30	1667	1.6	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	180	0.20	1020	2.4	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	230	2.30	67	1.0	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	190	3.20	49	0.9	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	125	0.20	1567	1.4	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	200	0.35	1169	2.0	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	230	3.10	71	0.9	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	200	3.80	55	0.8	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	120	0.30	3185	1.7	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	215	0.20	2339	2.3	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	200	0.40	126	1.5	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	150	0.40	65	1.8	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	125	0.35	3185	1.6	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	220	0.15	2389	2.7	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	50	0.30	123	1.7	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	50	0.50	64	1.6	--	--	---	--	--	--	---	--
122	1973	PONT	LEMA	350	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	160	0.65	1866	1.1	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	180	1.70	1095	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	205	1.95	108	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	170	3.00	65	0.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	155	0.65	94	1.1	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	280	1.70	103	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	205	2.10	106	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	175	3.40	97	0.3	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	175	1.00	1617	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	290	2.30	871	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	210	0.30	94	2.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	220	0.60	49	1.7	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	150	0.65	1866	1.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	60	2.00	1095	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	50	0.30	106	1.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	85	0.60	57	2.1	--	--	---	--	--	--	---	--	--	--	---	--
123	1973	DATS	TRUC	97	(9)	(21)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	430	3.50	1003	0.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	360	1.00	511	1.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	1300	0.50	68	2.7	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	450	3.50	941	1.3	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	230	1.10	624	1.0	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	650	0.70	75	1.8	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	415	3.50	266	0.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	490	3.10	116	0.8	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	1580	0.85	17	3.0	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	415	3.40	522	0.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	370	1.95	419	0.9	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	1360	1.00	72	2.0	--	--	---	--
124	1973	OPEL	MANT	116	(9)	(21)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	205	4.40	1095	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	400	4.80	573	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	520	10.00	18	1.9	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	215	4.40	1144	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	370	4.60	552	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	560	10.00	16	2.0	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	190	3.80	1045	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	300	4 20	552	1 0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	100	1.70	60	1.7	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	190	3.60	1244	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	300	3.20	532	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	110	2.80	66	1.5	--	--	---	--	--	--	---	--	--	--	---	--
125	1973	TOYO	CORO	97	(9)	(21)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	170	5.30	460	1.6	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	170	1.80	819	1.7	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	280	5.50	52	1.4	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	160	4.40	593	1.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	170	2.00	829	1.9	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	250	4.60	57	1.6	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	250	3.80	1692	0.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	220	1.10	1542	1.1	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	375	0.40	55	2.4	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	240	3.70	2289	1.0	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	220	1.05	1542	1.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	320	1.30	54	2.0	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

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APPENDIX H,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P. 30MPH	H.P. 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
126	1973	VOLK	KOMB	103	(12)	(26)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50 MPH		150	5.50	839	2.5	--	--	--	--	--	--	--	--	--	--	--	--
					30 MPH		170	1.40	1343	4.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (N)		50	2.00	64	4.5	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50 MPH		120	4.50	995	2.7	--	--	--	--	--	--	--	--	--	--	--	--
					30 MPH		140	1.20	1095	4.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (N)		462	2.00	40	4.3	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50 MPH		100	3.20	1169	2.7	--	--	--	--	--	--	--	--	--	--	--	--
					30 MPH		110	0.60	604	4.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (N)		50	0.75	146	5.2	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50 MPH		85	2.60	1070	3.0	--	--	--	--	--	--	--	--	--	--	--	--
					30 MPH		100	0.70	1095	4.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (N)		35	0.75	136	5.1	--	--	--	--	--	--	--	--	--	--	--	--
127	1973	VOLK	SEDA	97	(9)	(21)	N/A				- T.P. COMPOSITE -				N/A				N/A			
			BEFORE MTCE		50 MPH		--	--	--	--	150	2.20	2314	0.6	--	--	--	--	--	--	--	--
					30 MPH		--	--	--	--	250	2.40	1592	0.5	--	--	--	--	--	--	--	--
					IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (N)		--	--	--	--	175	6.00	79	0.3	--	--	--	--	--	--	--	--
			REPLICATE		50 MPH		--	--	--	--	175	4.40	1443	0.7	--	--	--	--	--	--	--	--
					30 MPH		--	--	--	--	260	2.30	1244	0.5	--	--	--	--	--	--	--	--
					IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (N)		--	--	--	--	185	6.20	76	0.3	--	--	--	--	--	--	--	--
			AFTER MTCE		50 MPH		--	--	--	--	210	3.80	2090	0.5	--	--	--	--	--	--	--	--
					30 MPH		--	--	--	--	215	2.00	1493	0.6	--	--	--	--	--	--	--	--
					IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (N)		--	--	--	--	220	4.20	66	0.5	--	--	--	--	--	--	--	--
			REPLICATE		50 MPH		--	--	--	--	240	2.80	2239	0.5	--	--	--	--	--	--	--	--
					30 MPH		--	--	--	--	300	1.70	1592	0.5	--	--	--	--	--	--	--	--
					IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (N)		--	--	--	--	280	4.60	70	0.3	--	--	--	--	--	--	--	--
375	1973	DODG	CHAR	318	(12)	(26)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50 MPH		220	4.00	737	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30 MPH		290	2.40	665	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (D)		340	6.60	54	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (N)		280	6.00	48	0.9	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50 MPH		235	4.00	757	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30 MPH		310	2.60	737	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (D)		320	5.80	62	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (N)		290	6.00	43	0.9	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50 MPH		210	4.10	675	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					30 MPH		280	3.00	805	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (D)		185	1.60	80	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (N)		120	1.20	57	0.7	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50 MPH		230	4.80	532	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					30 MPH		310	3.30	798	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (D)		270	1.60	90	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (N)		120	1.10	52	0.6	--	--	--	--	--	--	--	--	--	--	--	--
377	1973	FORD	PINT	122	(12)	(26)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50 MPH		220	6.20	1003	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30 MPH		390	8.00	207	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (N)		290	10.00	49	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50 MPH		180	5.30	1219	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30 MPH		345	8.10	232	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (N)		260	10.00	53	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50 MPH		290	6.50	1020	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30 MPH		380	3.50	921	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (N)		160	0.35	63	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50 MPH		230	6.20	1023	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30 MPH		490	8.40	256	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE (N)		170	0.70	57	0.6	--	--	--	--	--	--	--	--	--	--	--	--
380	1973	FORD	THND	460	(18)	(36)	N/A				N/A				N/A				- T.P. COMPOSITE -			
			BEFORE MTCE		50 MPH		--	--	--	--	--	--	--	--	--	--	--	--	170	4.60	491	0.3
					30 MPH		--	--	--	--	--	--	--	--	--	--	--	--	220	5.20	151	0.2
					IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	700	9.40	24	0.4
					IDLE (N)		--	--	--	--	--	--	--	--	--	--	--	--	1400	10.00	12	1.0
			REPLICATE		50 MPH		--	--	--	--	--	--	--	--	--	--	--	--	170	4.60	399	0.3
					30 MPH		--	--	--	--	--	--	--	--	--	--	--	--	190	4.60	166	0.2
					IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	500	9.20	22	0.4
					IDLE (N)		--	--	--	--	--	--	--	--	--	--	--	--	800	10.00	12	0.7
			AFTER MTCE		50 MPH		--	--	--	--	--	--	--	--	--	--	--	--	150	4.20	491	0.3
					30 MPH		--	--	--	--	--	--	--	--	--	--	--	--	175	4.30	176	0.3
					IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	105	0.15	105	2.4
					IDLE (N)		--	--	--	--	--	--	--	--	--	--	--	--	150	0.17	48	2.7
			REPLICATE		50 MPH		--	--	--	--	--	--	--	--	--	--	--	--	155	4.30	491	0.3
					30 MPH		--	--	--	--	--	--	--	--	--	--	--	--	170	3.60	212	0.3
					IDLE (D)		--	--	--	--	--	--	--	--	--	--	--	--	200	0.14	111	3.1
					IDLE (N)		--	--	--	--	--	--	--	--	--	--	--	--	300	0.12	54	2.8

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

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APPENDIX N.CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
					30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
782	1973	AMMO	HORN	304	(12)	(26)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	--	--	--	--	100	1.20	532	3.6	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	170	0.60	266	4.3	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	360	8.10	24	3.3	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	345	8.30	22	3.6	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	100	1.10	470	3.6	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	175	0.80	245	4.2	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	370	8.00	24	3.3	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	370	8.20	22	2.0	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	--	--	--	--	110	1.10	1045	2.9	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	150	0.50	860	3.9	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	150	0.65	141	5.1	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	270	0.40	62	6.4	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	80	1.00	995	3.2	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	140	0.60	767	3.8	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	140	0.60	126	4.6	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	270	0.40	60	5.4	--	--	--	--
788	1973	CADI	DEVI	472	(18)	(36)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	155	3.20	511	2.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	275	3.60	399	2.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	580	4.90	19	3.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	1210	4.00	20	3.7	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	180	3.00	593	2.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	270	3.70	430	2.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	710	4.80	21	3.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	1300	4.10	22	3.9	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	170	3.40	430	2.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	260	4.20	307	3.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	1200	1.00	106	5.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	2000	0.75	108	8.4	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	190	4.00	349	2.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	100	5.00	237	3.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	1300	1.00	111	5.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	2000	0.90	93	8.3	--	--	--	--	--	--	--	--	--	--	--	--
790	1973	CHEV	VEGA	140	(9)	(21)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	--	--	--	--	150	1.75	737	0.3	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	270	3.50	563	0.3	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	2000	10.00	42	0.5	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	180	2.00	860	0.6	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	520	3.60	593	0.5	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	2000	10.00	52	0.7	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	--	--	--	--	120	1.30	839	0.2	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	240	2.30	1194	0.3	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	280	1.50	78	0.4	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	120	4.20	911	0.3	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	240	2.40	1294	0.3	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	270	1.60	78	0.4	--	--	--	--
791	1973	CHEV	VEGA	140	(9)	(21)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	--	--	--	--	40	1.05	995	0.4	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	100	1.70	819	0.3	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	135	2.40	85	0.2	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	100	2.30	62	0.2	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	45	1.10	839	0.4	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	115	1.85	634	0.3	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	140	2.40	70	0.3	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	95	2.30	49	0.2	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	--	--	--	--	20	0.71	1144	0.3	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	80	1 00	1194	0.3	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	70	0.40	296	0.4	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	45	0.46	106	0.3	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	15	0.75	1045	0.5	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	65	1.05	1095	0.3	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	70	0.52	207	0.3	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	40	0.60	80	0.3	--	--	--	--
795	1973	CHEV	NOVA	307	(12)	(26)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	270	3.30	[illegible]	3.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	330	2.20	141	4.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	310	3.40	[illegible]	5.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	760	1.20	24	7.3	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	250	3.40	[illegible]	3.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	370	1.60	55	4.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	420	3.30	45	4.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	660	1.30	34	5.7	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	70	3.10	410	2.1	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	135	2.30	151	3.2	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	160	2.50	47	4.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	50	1.40	33	4.2	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	70	2.70	373	1.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	125	2.10	146	3.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	175	2.50	43	3.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	55	1.25	31	4.5	--	--	--	--	--	--	--	--	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
					30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
808	1973	CHEV	STAW	454	(18)	(36)	- RIGHT EXHAUST -						N/A				N/A				N/A	
			BEFORE MTCE		50	MPH	85	3.20	491	2.0	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	150	3.50	296	2.8	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	1240	3.80	39	5.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	1220	1.80	31	5.9	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	100	3.40	450	2.1	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	180	3.50	286	2.8	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	1280	3.80	42	5.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	1280	1.80	45	6.0	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	130	3.70	593	2.3	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	200	3.40	399	2.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	1200	2.00	64	5.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	1140	1.35	37	5.2	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	100	4.20	450	2.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	175	3.60	368	2.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	1200	2.30	59	4.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	1140	1.40	36	5.1	--	--	--	--	--	--	--	--	--	--	--	--
809	1973	CHRY	NEWP	400	(15)	(31)	- RIGHT EXHAUST -						N/A				N/A				N/A	
			BEFORE MTCE		50	MPH	220	3.90	860	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	280	3.50	819	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	420	7.40	307	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	390	7.20	430	0.7	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	230	3.80	1144	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	270	3.50	614	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	350	6.60	60	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	340	6.80	44	0.7	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	225	5.10	532	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	240	4.00	327	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	180	0.70	70	2.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	160	1.90	54	1.4	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	250	5.80	348	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	240	4.80	286	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	170	1.10	66	1.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	180	2.30	50	1.2	--	--	--	--	--	--	--	--	--	--	--	--
810	1973	CHRY	NEWY	440	(15)	(31)	- RIGHT EXHAUST -						N/A				N/A				N/A	
			BEFORE MTCE		50	MPH	80	1.10	995	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	190	2.20	573	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	210	0.20	52	1.8	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	320	0.30	60	2.1	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	110	1.80	1194	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	200	2.60	796	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	210	0.20	76	1.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	260	0.50	72	1.5	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	60	1.70	563	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	70	2.00	266	0.2	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	85	2.20	75	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	100	3.20	44	0.4	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	70	2.30	307	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	110	3.20	146	0.2	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	110	2.80	62	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	120	4.00	28	0.3	--	--	--	--	--	--	--	--	--	--	--	--
811	1973	DODG	DART	225	(12)	(26)	- RIGHT EXHAUST -						N/A				N/A				N/A	
			BEFORE MTCE		50	MPH	370	10.00	22	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	315	2.65	634	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	385	1.68	32	1.2	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	310	1.50	28	1.4	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	380	10.00	49	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	320	2.30	159	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	300	5.80	28	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	260	5.60	24	0.8	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	390	10.00	164	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	270	2 00	1194	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	200	1.20	133	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	160	1.20	81	0.9	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	370	10.00	171	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	280	1.50	1816	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	240	2.00	123	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	160	1.50	75	1.0	--	--	--	--	--	--	--	--	--	--	--	--
812	1973	DODG	DART	318	(12)	(26)	- RIGHT EXHAUST -						N/A				N/A				N/A	
			BEFORE MTCE		50	MPH	150	2.15	286	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	180	0.60	348	1.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	240	6.20	44	3.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	225	7.00	40	2.1	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	145	2.15	141	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	200	0.70	266	1.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	220	6.20	44	2.8	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	240	7.00	42	3.0	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	180	3.20	655	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	270	1.30	1617	1.2	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	150	0.60	93	3.2	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	90	0.70	61	2.4	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	180	2.80	737	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	250	1.00	1717	1.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	130	0.25	94	3.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	80	0.25	57	3.3	--	--	--	--	--	--	--	--	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
VEH NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
813	1973	DODG	CHAR	400	(15)	(31)	N/A				T.P. COMPOSITE				N/A				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	380	2.80	1443	0.7	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	880	4.50	286	1.0	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	2000	5.40	42	2.8	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	420	2.10	1493	0.7	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	900	4.30	348	0.9	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	2000	5.20	52	2.3	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	260	2.50	573	0.9	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	700	3.60	121	1.7	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	1260	3.00	42	4.1	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	270	2.60	593	0.9	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	700	3.80	532	1.7	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	1200	3.00	46	3.9	--	--	--	--	--	--	--	--
814	1973	DODG	DART	318	(12)	(26)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	--	--	--	--	230	4.00	542	0.8	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	340	2.70	460	0.9	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	325	2.20	44	1.3	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	320	2.20	40	0.9	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	230	4.00	552	0.7	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	385	4.10	767	0.8	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	390	8.90	45	1.2	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	350	9.50	40	0.8	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	--	--	--	--	75	4.20	532	0.5	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	350	2.50	1244	0.6	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	180	0.70	126	1.4	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	110	0.50	72	1.1	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	240	4.00	491	0.6	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	360	3.00	1119	0.6	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	190	0.70	116	1.3	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	115	0.50	75	1.0	--	--	--	--
820	1973	FORD	MAVE	250	(12)	(26)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	195	3.40	1567	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	240	4.00	307	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	310	8.00	47	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	270	6.80	40	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	160	3.20	1368	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	230	4.40	511	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	320	7.60	60	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	280	7.20	52	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	180	3.30	1766	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	260	4.40	563	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	260	3.60	88	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	240	2.80	58	0.4	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	190	3.50	1493	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	250	4.40	491	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	260	3.00	79	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	210	2.50	51	0.5	--	--	--	--	--	--	--	--	--	--	--	--
821	1973	FORD	MAVE	302	(12)	(26)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	270	1.75	593	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	230	1.80	151	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	385	7.60	54	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	410	8.40	49	0.4	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	230	2.20	491	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	220	2.20	217	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	380	8.20	46	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	320	8.40	40	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	280	0.85	1742	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	230	0.90	767	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	280	1.80	101	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	180	1.90	57	0.4	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	210	1.10	1542	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	220	1.70	696	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	310	2.00	101	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	170	1.60	58	1.0	--	--	--	--	--	--	--	--	--	--	--	--
822	1973	FORD	MAVE	250	(12)	(26)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	125	2.50	2588	1.3	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	250	4.20	1119	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	370	5.00	286	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	620	4.20	62	0.9	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	125	2.80	2488	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	270	5.20	1119	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	410	5.20	113	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	640	4.20	59	0.6	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	110	2.40	675	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	210	4.40	593	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	360	3.20	76	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	300	2.20	58	0.5	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	100	2.80	389	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	210	5.40	327	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	360	3.00	121	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	280	2.60	62	0.5	--	--	--	--	--	--	--	--	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P. 30MPH	H.P. 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
823	1973	FORD	MUST	302	(12)	(26)	- RIGHT		EXHAUST -				N/A				N/A				N/A	
			BEFORE MTCE		50	MPH	290	2.90	655	0.7	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	505	2.70	121	0.6	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	1120	8.60	38	1.0	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	1180	8.40	29	1.2	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	300	2.90	716	0.6	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	525	3.00	161	0.6	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	1140	8.80	45	1.0	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	1180	8.50	30	1.2	—	—	—	—	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	460	8.20	126	0.7	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	410	6.80	80	0.6	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	980	4.00	60	1.2	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	1000	5.00	48	1.2	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	410	7.40	131	0.7	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	440	8.00	66	0.6	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	980	4.00	60	1.4	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	960	4.40	48	1.5	—	—	—	—	—	—	—	—	—	—	—	—
824	1973	FORD	MAVE	302	(12)	(26)	- RIGHT		EXHAUST -				N/A				N/A				N/A	
			BEFORE MTCE		50	MPH	230	3.20	941	0.4	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	220	2.70	409	0.3	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	285	5.90	58	0.3	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	255	6.20	46	0.3	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	230	3.10	1003	0.5	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	215	2.80	409	0.4	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	330	6.80	54	0.3	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	275	6.70	48	0.3	—	—	—	—	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	240	3.40	470	0.6	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	260	3.80	237	0.4	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	310	4.40	68	0.3	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	180	5.00	55	0.2	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	250	3.40	491	0.6	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	260	3.80	232	0.4	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	290	4.20	78	0.3	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	170	5.20	57	0.2	—	—	—	—	—	—	—	—	—	—	—	—
826	1973	FORD	LTD	429	(18)	(36)	- RIGHT		EXHAUST -				N/A				N/A				N/A	
			BEFORE MTCE		50	MPH	160	2.00	1617	0.8	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	140	2.00	491	0.6	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	300	6.80	63	0.5	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	220	7.00	49	0.5	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	160	2.20	1468	0.8	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	130	2.30	491	0.6	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	290	6.40	66	0.5	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	200	6.80	52	0.5	—	—	—	—	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	40	0.50	1294	0.7	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	40	0.50	450	0.5	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	90	0.05	74	4.1	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	190	0.10	38	4.9	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	40	0.50	1592	0.7	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	40	0.50	552	0.5	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	80	0.05	62	4.3	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	220	0.10	38	5.0	—	—	—	—	—	—	—	—	—	—	—	—
828	1973	FORD	TORI	351	(15)	(31)	- RIGHT		EXHAUST -				N/A				N/A				N/A	
			BEFORE MTCE		50	MPH	120	1.25	1343	0.8	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	165	1.40	737	0.5	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	290	6.20	76	0.3	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	250	6.50	58	0.3	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	120	1.50	1119	0.7	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	160	1.80	593	0.4	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	290	6.80	72	0.3	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	320	6.40	68	0.3	—	—	—	—	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	180	2.20	1368	0.8	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	275	2 30	1045	0.5	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	750	1.00	111	0.4	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	150	1.30	61	0.3	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	205	2.60	1269	0.8	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	300	2.90	962	0.4	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	215	1.70	94	0.4	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	150	1.70	62	0.3	—	—	—	—	—	—	—	—	—	—	—	—
831	1973	MERC	COME	250	(12)	(26)	- RIGHT		EXHAUST -				N/A				N/A				N/A	
			BEFORE MTCE		50	MPH	230	4.40	1368	0.4	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	240	5.50	266	0.3	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	360	8.20	42	0.3	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	340	8.00	36	0.3	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	240	4.25	1542	0.4	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	230	5.20	307	0.3	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	355	8.20	45	0.3	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	300	7.80	43	0.3	—	—	—	—	—	—	—	—	—	—	—	—
			AFTER MTCE		50	MPH	180	4.10	1617	0.4	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	180	5.70	296	0.3	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	180	2.30	98	0.3	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	90	1.60	72	0.4	—	—	—	—	—	—	—	—	—	—	—	—
			REPLICATE		50	MPH	205	4.50	1269	0.4	—	—	—	—	—	—	—	—	—	—	—	—
					30	MPH	210	6.20	219	0.3	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(D)	180	2.70	95	0.2	—	—	—	—	—	—	—	—	—	—	—	—
					IDLE	(N)	115	2.20	65	0.3	—	—	—	—	—	—	—	—	—	—	—	—

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH				--- H.P. ---	RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL CID	30MPH 50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
835	1973	OLDS	CUTL 350	(15) (31)	- RIGHT EXHAUST -						N/A				N/A				N/A	
			BEFORE MTCE	50 MPH	80	2.00	563	0.3	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	160	1.80	368	0.5	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	185	6.80	55	0.2	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	215	8.20	36	0.2	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	100	2.50	470	0.3	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	120	2.00	368	0.2	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	160	6.40	52	0.2	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	210	8.20	36	0.2	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE	50 MPH	130	3.20	389	0.3	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	140	3.00	307	0.2	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	110	1.30	101	0.9	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	110	2.40	65	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	120	4.00	409	0.3	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	140	3.60	286	0.2	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	110	1.30	106	0.8	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	110	2.70	64	0.3	--	--	--	--	--	--	--	--	--	--	--	--
837	1973	OLDS	CUTL 350	(15) (31)	- RIGHT EXHAUST -						N/A				N/A				N/A	
			BEFORE MTCE	50 MPH	180	1.00	3981	0.9	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	320	1.60	2787	0.7	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	520	0.15	70	5.3	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	1260	0.20	101	5.5	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	180	1.20	3782	0.8	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	320	2.00	2588	0.6	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	540	0.15	64	5.3	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	1260	0.20	90	5.5	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE	50 MPH	160	0.75	1542	1.0	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	265	1.40	995	0.7	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	130	0.20	95	1.7	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	90	0.50	60	1.0	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	160	0.90	1343	0.8	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	320	1.80	696	0.6	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	140	0.20	56	2.0	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	110	0.50	36	1.0	--	--	--	--	--	--	--	--	--	--	--	--
839	1973	PLYM	DUST 225	(12) (26)			N/A				N/A		-- LEFT EXHAUST --						N/A	
			BEFORE MTCE	50 MPH	--	--	--	--	--	--	--	--	160	1.90	2588	1.2	--	--	--	--
				30 MPH	--	--	--	--	--	--	--	--	210	0.60	2787	1.7	--	--	--	--
				IDLE (D)	--	--	--	--	--	--	--	--	325	4.10	116	1.5	--	--	--	--
				IDLE (N)	--	--	--	--	--	--	--	--	290	4.00	72	1.4	--	--	--	--
			REPLICATE	50 MPH	--	--	--	--	--	--	--	--	155	1.90	2787	1.2	--	--	--	--
				30 MPH	--	--	--	--	--	--	--	--	240	1.80	2389	1.5	--	--	--	--
				IDLE (D)	--	--	--	--	--	--	--	--	325	4.00	126	1.4	--	--	--	--
				IDLE (N)	--	--	--	--	--	--	--	--	235	3.60	78	1.4	--	--	--	--
			AFTER MTCE	50 MPH	--	--	--	--	--	--	--	--	150	2.00	1294	0.6	--	--	--	--
				30 MPH	--	--	--	--	--	--	--	--	210	1.50	1841	0.5	--	--	--	--
				IDLE (D)	--	--	--	--	--	--	--	--	225	1.70	151	0.8	--	--	--	--
				IDLE (N)	--	--	--	--	--	--	--	--	220	1.10	70	0.7	--	--	--	--
			REPLICATE	50 MPH	--	--	--	--	--	--	--	--	140	1.70	1592	0.6	--	--	--	--
				30 MPH	--	--	--	--	--	--	--	--	200	1.30	1742	0.9	--	--	--	--
				IDLE (D)	--	--	--	--	--	--	--	--	190	0.70	181	0.8	--	--	--	--
				IDLE (N)	--	--	--	--	--	--	--	--	210	1.20	90	0.8	--	--	--	--
840	1973	PLYM	DUST 318	(12) (26)	- RIGHT EXHAUST -						N/A				N/A				N/A	
			BEFORE MTCE	50 MPH	240	4.00	101	0.5	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	310	1.50	82	0.6	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	450	9.40	30	0.8	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	480	9.60	38	0.9	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	280	4.50	106	0.6	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	340	1.80	141	0.6	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	480	9.50	28	0.9	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	560	9.80	28	1.0	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE	50 MPH	270	4.00	716	0.5	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	320	1.50	970	0.7	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	185	0.60	77	1.3	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	140	0.65	56	1.0	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	270	4.30	655	0.5	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	330	1.60	970	0.6	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	185	0.40	80	1.5	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	170	0.75	58	1.2	--	--	--	--	--	--	--	--	--	--	--	--
842	1973	PLYM	SATE 318	(15) (31)	- RIGHT EXHAUST -						N/A				N/A				N/A	
			BEFORE MTCE	50 MPH	320	7.80	266	1.0	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	480	8.60	217	0.7	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	420	7.00	161	1.0	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	290	6.40	56	0.9	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	330	8.00	181	0.5	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	450	8.80	222	0.6	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	370	6.80	171	0.9	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	320	6.40	58	0.9	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE	50 MPH	280	8.10	186	0.5	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	450	9.20	212	0.6	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	185	2.00	103	0.9	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	145	1.80	78	1.0	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE	50 MPH	295	8.40	181	0.5	--	--	--	--	--	--	--	--	--	--	--	--
				30 MPH	470	9.60	176	0.6	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (D)	170	1.55	106	1.2	--	--	--	--	--	--	--	--	--	--	--	--
				IDLE (N)	145	2.10	186	1.0	--	--	--	--	--	--	--	--	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	--- H.P. --- 30MPH	50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
843	1973	PLYM	FRY3	360	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	160	3.00	2190	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	210	1.80	1542	1.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	290	7.00	60	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	350	8.40	60	1.1	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	160	3.20	1990	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	260	1.60	1692	1.2	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	270	7.00	55	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	270	7.20	55	0.8	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	150	2.80	1941	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	185	1.80	1493	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	160	1.80	66	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	140	2.40	95	0.9	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	160	3.50	2190	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	185	1.70	1219	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	220	4.50	70	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	175	3.50	62	0.9	--	--	--	--	--	--	--	--	--	--	--	--
844	1973	PONT	VENT	350	(12)	(26)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	200	2.20	2065	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	375	3.80	1144	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	400	7.00	58	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	355	7.80	41	0.6	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	220	2.70	2115	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	440	5.20	941	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	450	7.40	60	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	355	7.10	51	0.5	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	220	2.20	1841	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	410	4.00	1095	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	290	2.00	90	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	240	3.20	50	0.5	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	250	3.40	1468	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	420	4.80	655	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	320	3.60	69	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	230	3.40	50	0.5	--	--	--	--	--	--	--	--	--	--	--	--
845	1973	PONT	LEMA	350	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	280	10.00	131	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	240	3.40	798	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	610	7.40	58	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	720	9.70	34	0.5	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	270	10.00	113	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	245	2.70	829	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	700	8.70	48	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	720	9.20	39	0.5	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	220	2.40	945	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	300	1.60	634	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	900	0.20	212	6.2	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	2000	0.30	176	7.8	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	140	2.40	1144	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	210	1.80	995	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	960	0.20	266	5.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	2000	0.30	121	7.0	--	--	--	--	--	--	--	--	--	--	--	--
846	1973	PONT	LEMA	350	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	100	0.80	1493	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	180	1.60	880	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	340	5.30	20	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	620	5.80	12	0.9	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	90	0.50	2588	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	170	1.10	1742	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	320	5.00	42	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	440	5.20	26	0.7	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	160	1.00	1990	1.1	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	340	2 00	1343	0 7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	280	0.30	511	2.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	400	0.70	409	2.0	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	170	1.30	1941	1.1	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	300	2.40	1294	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	310	0.40	470	2.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	410	0.90	95	1.6	--	--	--	--	--	--	--	--	--	--	--	--
849	1973	PONT	STAW	400	(18)	(36)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	--	--	--	--	60	0.30	895	1.1	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	90	0.40	266	0.8	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	210	5.20	65	0.6	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	260	6.80	34	0.7	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	60	0.25	945	1.2	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	70	0.30	430	0.8	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	240	5.60	46	0.7	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	280	6.80	42	0.7	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	--	--	--	--	45	0.65	757	0.8	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	80	2.30	399	0.6	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	110	2.40	71	1.1	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	100	3.90	51	0.9	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	--	--	--	--	55	0.95	706	0.9	--	--	--	--
					30	MPH	--	--	--	--	--	--	--	--	78	1.85	317	0.6	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	115	2.60	72	1.2	--	--	--	--
					IDLE	(N)	--	--	--	--	--	--	--	--	99	3.60	51	1.0	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P. 30MPH	H.P. 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
850	1973	DATS	B610	108	(9)	(21)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	150	2.50	1493	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	260	1.80	941	0.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	840	9.00	17	0.6	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	150	2.50	1493	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	250	2.00	870	0.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	800	9.00	22	0.6	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	170	3.50	1003	0.3	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	160	1.60	491	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	310	3.00	42	0.3	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	130	3.00	1194	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	160	1.40	593	0.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	290	2.80	44	0.3	--	--	---	--
851	1973	DATS	240Z	146	(9)	(21)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	145	0.43	1567	4.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	145	0.80	767	4.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	70	2.60	43	1.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	150	0.62	1692	3.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	140	1.00	716	4.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	85	3.20	45	1.1	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	110	0.40	995	4.2	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	85	0.50	470	4.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	130	3.60	42	2.2	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	110	0.45	1144	4.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	90	0.90	573	4.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	100	3.80	46	1.7	--	--	---	--	--	--	---	--	--	--	---	--
852	1973	HOND	CIVI	71	(9)	(21)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	300	10.00	593	0.2	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	200	3.60	1194	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	300	5.20	80	0.6	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	280	10.00	757	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	220	3.60	1244	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	270	4.90	94	0.6	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	190	4.30	941	0.2	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	210	3.40	511	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	420	1.15	65	1.2	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	190	5.80	819	0.2	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	210	3.30	614	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	460	1.20	65	1.2	--	--	---	--	--	--	---	--	--	--	---	--
855	1973	MG	CONV	110	(9)	(21)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	170	3.90	788	1.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	145	3.00	337	1.9	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	1000	2.40	29	5.9	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	170	4.20	706	1.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	135	3.20	307	1.8	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	1050	2.90	30	5.8	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	260	5.40	593	2.0	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	165	3.20	327	2 1	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	760	4.00	28	5.5	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	185	5.00	593	1.9	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	60	3.40	286	2.0	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	860	4.20	26	5.6	--	--	---	--
856	1973	PORS	914	102	(9)	(21)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	160	2.60	1045	0.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	170	0.30	389	3.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	440	3.00	53	3.4	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	140	2.60	1020	0.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	125	0.30	389	3.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	430	3.00	58	3.4	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	175	2.00	1443	1.9	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	200	0.35	532	4.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	510	5.60	46	1.7	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	200	2.00	1244	1.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	210	0.40	511	4.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	600	5.40	42	1.7	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N.CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

					--- H.P. --		--------- RIGHT EXHAUST SYSTEM ---------								--------- LEFT EXHAUST SYSTEM ---------							
VEH NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
857	1973	TOYO	STAW	97	(9)	(21)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	300	6.80	1045	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	320	3.80	1443	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	1420	10.00	18	1.0	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	270	6.80	1095	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	320	4.20	1493	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	1300	10.00	22	0.8	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	170	2.10	2588	0.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	215	2.40	1443	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	235	1.10	81	0.6	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	167	2.20	2588	0.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	217	3.00	1343	0.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	225	1.35	76	0.5	--	--	---	--
860	1973	SUBA	STAW	83	(9)	(21)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	230	7.20	176	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	210	2.60	409	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	460	8.20	32	0.4	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	230	7.60	181	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	190	2.80	470	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	400	9.00	26	0.4	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	260	8.00	266	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	230	3.50	532	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	280	4.00	55	0.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	260	7.90	296	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	240	3.60	552	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	285	4.00	57	0.3	--	--	---	--	--	--	---	--	--	--	---	--
863	1973	VOLK	SEDA	97	(9)	(21)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	250	8.20	378	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	250	1.30	1393	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	620	4.80	56	0.9	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	220	5.20	1020	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	230	0.80	1244	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	410	5.60	58	0.7	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	205	8.20	399	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	132	0.43	1244	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	2000	0.62	74	5.0	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	210	8.10	399	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	145	0.18	1318	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	2000	0.29	72	3.8	--	--	---	--	--	--	---	--	--	--	---	--
864	1973	VOLV	142S	121	(12)	(26)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	255	4.80	1244	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	500	7.60	286	0.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	720	9.00	44	0.3	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	245	4.60	1393	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	500	7.40	286	0.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	760	7.80	48	0.5	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	220	4.20	1144	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	350	6.20	348	0.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	350	2.80	57	0.3	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	200	4.50	1144	0.3	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	320	6.80	327	0.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	400	3.80	50	0.3	--	--	---	--
076	1972	AMMO	GREM	258	(9)	(21)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	2000	3.50	972	4.0	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	2000	2.90	860	4.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	2000	8.60	54	4.1	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	2000	8.60	40	4.0	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	2000	3.60	860	4.1	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	2000	3.00	911	4.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	2000	8.40	56	4.1	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	2000	8.20	42	4.0	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	85	0.40	3085	1.0	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	160	1.25	614	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	190	2.60	136	0.5	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	150	2.20	96	0.6	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	80	0.35	2687	1.1	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	150	0.90	1443	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	190	2.30	143	0.5	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	145	1.90	95	0.6	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
					30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
077	1972	BUIC	RIVI	455	(15)	(31)	N/A				T.P. COMPOSITE				N/A				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	100	0.80	2339	3.9	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	220	1.80	1343	4.3	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	220	5.80	41	3.6	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	165	4.80	31	3.3	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	100	1.10	2140	3.7	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	210	2.00	1393	4.2	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	255	6.20	41	3.5	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	220	5.80	28	3.5	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	100	0.90	2214	5.1	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	205	2.50	962	5.6	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	120	1.10	106	5.9	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	60	0.85	49	6.3	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	105	1.40	1717	5.2	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	200	1.60	1294	5.9	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	130	1.30	106	5.7	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	70	1.10	47	6.0	--	--	---	--	--	--	---	--
078	1972	CADI	DEVI	472	(18)	(36)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	60	1.80	972	1.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	115	2.70	358	1.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	145	4.70	40	1.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	160	5.00	35	2.0	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	60	1.80	941	1.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	85	2.60	409	1.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	140	4.90	39	2.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	190	4.60	32	2.1	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	60	2.70	266	3.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	90	3.10	164	4.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	125	3.50	38	4.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	140	3.40	32	5.2	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	65	3.60	227	4.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	110	3.30	149	5.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	130	3.60	40	4.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	140	3.40	33	4.8	--	--	---	--	--	--	---	--	--	--	---	--
079	1972	CHEV	VEGA	140	(9)	(21)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	140	3.80	563	3.9	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	200	2.70	542	5.9	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	95	1.65	23	4.0	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	135	4.20	491	3.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	190	3.00	573	5.8	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	80	1.35	25	6.8	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	70	2.65	542	2.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	150	1.90	552	5.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	75	1.70	35	3.0	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	45	2.75	532	2.9	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	160	2.10	645	5.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	75	1.70	40	3.7	--	--	---	--
080	1972	CHEV	MALI	350	(12)	(26)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	180	1.60	2787	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	320	4.50	767	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	480	9.90	52	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	415	8.90	42	0.5	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	180	2.00	2787	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	330	4.80	665	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	620	10.00	48	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	450	9.90	34	0.4	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	80	3.60	1045	2.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	150	2.50	409	1.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	250	4.30	46	2.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	160	4.60	45	1.6	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	70	2.70	1493	2.2	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	150	3.20	604	1.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	230	4.70	94	1.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	150	4.60	64	1.7	--	--	---	--	--	--	---	--	--	--	---	--
081	1972	CHEV	CHEL	350	(12)	(26)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	105	0.60	1742	4.2	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	140	0.35	1020	4.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	220	2.10	98	3.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	140	2.30	47	3.7	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	110	0.60	1866	3.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	150	0.17	1119	3.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	230	0.70	113	2.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	140	0.70	54	2.9	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	135	0.85	1468	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	170	0.40	849	1.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	195	1.10	97	2.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	165	1.25	42	1.5	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	120	0.75	1244	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	145	0.30	614	1.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	180	0.60	106	2.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	210	0.80	31	2.1	--	--	---	--	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL CID	--- H.P. -- 30MPH	50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
082	1972	CHEV	NOVA 307	(12)	(26)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE	50	MPH	170	1.75	1742	0.7	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	335	1.20	1518	0.8	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	780	10.00	28	0.5	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	840	10.00	11	0.6	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	165	1.60	1791	1.1	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	335	1.00	1443	1.1	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	790	10.00	37	0.7	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	790	10.00	27	0.7	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE	50	MPH	160	1.50	1592	1.0	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	270	0.70	1219	1.3	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	320	0.80	239	1.3	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	150	0.90	71	1.1	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	160	1.60	1169	1.1	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	260	0.70	1045	1.3	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	320	0.80	242	1.4	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	160	0.90	75	1.2	--	--	---	--	--	--	---	--	--	--	---	--
083	1972	CHEV	IMPA 350	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE	50	MPH	200	3.30	982	0.7	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	310	4.40	409	0.5	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	590	6.70	50	0.6	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	390	6.80	43	0.4	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	215	3.50	870	0.7	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	330	4.20	450	0.5	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	550	6.00	65	0.7	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	350	6.20	54	0.6	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE	50	MPH	210	3.50	1095	0.5	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	350	4.80	839	0.5	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	425	6.50	106	0.4	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	250	5.80	81	0.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	200	5.00	1119	0.5	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	350	5.00	757	0.5	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	390	4.20	136	0.4	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	240	5.40	86	0.3	--	--	---	--	--	--	---	--	--	--	---	--
084	1972	CHEV	BELA 400	(15)	(31)	N/A				- T.P. COMPOSITE -				N/A				N/A			
			BEFORE MTCE	50	MPH	--	--	---	--	170	3.80	1443	0.6	--	--	---	--	--	--	---	--
				30	MPH	--	--	---	--	230	0.90	1816	0.7	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	740	6.50	59	1.1	--	--	---	--	--	--	---	--
				IDLE	(N)	--	--	---	--	1000	6.20	43	1.5	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	--	--	---	--	160	2.60	1816	0.5	--	--	---	--	--	--	---	--
				30	MPH	--	--	---	--	220	0.80	1941	0.7	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	1040	6.40	65	1.3	--	--	---	--	--	--	---	--
				IDLE	(N)	--	--	---	--	1360	6.60	44	1.6	--	--	---	--	--	--	---	--
			AFTER MTCE	50	MPH	--	--	---	--	140	0.75	1393	0.6	--	--	---	--	--	--	---	--
				30	MPH	--	--	---	--	130	0.80	1294	0.5	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	170	1.70	123	0.4	--	--	---	--	--	--	---	--
				IDLE	(N)	--	--	---	--	120	2.20	62	0.3	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	--	--	---	--	130	2.80	1368	0.4	--	--	---	--	--	--	---	--
				30	MPH	--	--	---	--	150	1.60	1393	0.6	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	200	3.40	116	0.3	--	--	---	--	--	--	---	--
				IDLE	(N)	--	--	---	--	130	2.60	72	0.3	--	--	---	--	--	--	---	--
085	1972	DODG	CORO 318	(12)	(26)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE	50	MPH	180	2.20	1766	0.8	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	250	0.70	778	1.3	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	180	2.00	113	1.9	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	230	2.40	69	1.5	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	210	2.00	1567	0.8	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	250	0.80	1891	1.1	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	250	1.80	118	1.9	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	230	2.30	67	1.4	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE	50	MPH	185	2.80	1468	1.1	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	265	1.30	1493	1.2	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	235	4.60	71	1.5	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	175	5.00	56	1.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	240	5.40	573	0.8	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	360	4.50	819	0.9	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	250	5.70	58	1.6	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	190	5.20	54	1.3	--	--	---	--	--	--	---	--	--	--	---	--
086	1972	FORD	PINT 122	(9)	(21)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE	50	MPH	120	7.60	1443	0.6	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	70	2.60	3085	1.1	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	790	9.20	42	2.6	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	130	7.90	1269	0.7	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	220	2.40	3484	1.0	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	700	9.90	40	2.5	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE	50	MPH	95	2.70	2090	0.5	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	160	2.10	1592	0.6	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	140	3.20	63	1.1	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE	50	MPH	105	2.90	2015	0.5	--	--	---	--	--	--	---	--	--	--	---	--
				30	MPH	160	2.20	1567	0.6	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
				IDLE	(N)	140	3.10	66	1.3	--	--	---	--	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - $, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
087	1972	FORD	GRNT	351	(12)	(26)	- RIGHT		EXHAUST -		------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	150	1.35	1816	1.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	170	0.70	1318	1.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	215	4.00	156	1.2	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	135	4.00	76	1.0	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	165	1.65	1866	1.3	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	180	0.75	1393	1.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	215	4.30	184	1.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	145	3.90	86	1.0	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	180	1.80	1692	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	200	0.60	1294	1.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	170	1.60	255	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	150	1.50	106	0.6	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	180	1.50	1866	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	180	0.50	1443	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	160	1.40	307	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	130	1.50	106	0.7	--	--	--	--	--	--	--	--	--	--	--	--
088	1972	FORD	MAVE	200	(9)	(21)	- RIGHT		EXHAUST -		------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	195	0.50	4081	1.1	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	340	1.80	2190	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	340	3.70	161	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	270	3.90	80	0.4	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	200	0.50	2986	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	340	2.00	1766	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	350	3.80	126	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	260	3.80	73	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	195	1.00	3384	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	320	3.40	1791	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	330	3.00	164	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	230	3.20	78	0.5	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	190	0.75	3782	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	320	2.60	2165	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	315	2.90	189	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	210	2.80	87	0.5	--	--	--	--	--	--	--	--	--	--	--	--
089	1972	FORD	GALA	351	(15)	(31)	- RIGHT		EXHAUST -		------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	80	0.40	1891	1.8	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	85	0.75	921	1.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	210	3.70	156	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	145	4.20	103	0.2	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	100	0.40	1791	1.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	80	0.70	798	1.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	210	3.80	136	0.2	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	130	3.80	96	0.2	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	100	2.40	1045	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	130	3.40	481	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	90	0.30	101	4.8	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	110	0.30	62	4.2	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	105	2.50	995	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	140	3.20	450	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	100	0.30	88	4.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	110	0.30	45	4.1	--	--	--	--	--	--	--	--	--	--	--	--
090	1972	FORD	STAW	400	(15)	(31)	- RIGHT		EXHAUST -		------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	400	1.00	3583	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	240	1.35	2339	0.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	340	5.50	72	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	310	6.60	52	0.6	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	100	1.05	2886	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	190	1.20	2214	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	250	5.60	74	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	290	6.40	54	0.6	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	80	1.20	2389	1.2	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	150	1.40	1542	1.2	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	90	1.60	151	2.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	100	1.50	138	2.0	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	80	1.40	2239	1.3	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	160	1.60	1443	1.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	100	1.30	151	2.2	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	90	1.40	146	1.9	--	--	--	--	--	--	--	--	--	--	--	--
091	1972	MERC	MONG	400	(15)	(31)	- RIGHT		EXHAUST -		------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	140	1.65	2190	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	195	1.40	1468	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	130	0.50	151	1.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	150	1.50	65	1.6	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	125	1.40	2339	0.7	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	185	1.20	1592	0.9	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	115	1.20	149	1.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	120	1.30	68	1.4	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	100	1.60	2090	1.2	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	120	1.30	1244	1.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	60	0.40	348	1.8	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	45	0.60	136	1.6	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	100	1.70	1966	1.2	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	120	1.40	1095	1.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	70	0.40	358	1.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	50	0.60	131	1.4	--	--	--	--	--	--	--	--	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - $, UNCORRECTED NOX - PPM

APPENDIX N, CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					--- H.P. ---		--------- RIGHT EXHAUST SYSTEM ---------								--------- LEFT EXHAUST SYSTEM ---------							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
092	1972	OLDS	CUTL	350	(12)	(26)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	130	1.40	1518	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	270	4.20	389	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	290	8.80	34	1.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	340	9.10	28	1.5	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	145	1.90	1318	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	260	4.70	368	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	340	9.20	30	1.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	290	8.60	32	1.6	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	130	1.30	1169	3.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	190	2.10	450	3.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	100	0.95	89	4.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	70	1.30	56	3.8	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	140	2.00	900	3.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	210	3.40	337	3.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	120	1.50	101	3.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	70	2.00	63	2.9	--	--	---	--	--	--	---	--	--	--	---	--
093	1972	PLYM	VALI	225	(12)	(26)	------- N/A ------				------- N/A ------				------- N/A ------				- T.P. COMPOSITE -			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	--	--	---	--	195	3.40	2090	0.8
					30	MPH	--	--	---	--	--	--	---	--	--	--	---	--	380	5.00	941	0.6
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	960	10.00	9	2.0
					IDLE	(N)	--	--	---	--	--	--	---	--	--	--	---	--	1290	10.00	10	2.1
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	--	--	---	--	195	3.50	2190	0.8
					30	MPH	--	--	---	--	--	--	---	--	--	--	---	--	440	4.90	1045	0.6
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	520	10.00	39	1.2
					IDLE	(N)	--	--	---	--	--	--	---	--	--	--	---	--	550	10.00	35	1.1
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	--	--	---	--	165	3.40	1567	0.5
					30	MPH	--	--	---	--	--	--	---	--	--	--	---	--	260	4.30	931	0.5
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	185	2.25	65	1.2
					IDLE	(N)	--	--	---	--	--	--	---	--	--	--	---	--	170	3.60	55	1.0
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	--	--	---	--	155	3.00	1816	0.8
					30	MPH	--	--	---	--	--	--	---	--	--	--	---	--	255	4.10	993	0.5
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	195	1.50	70	1.2
					IDLE	(N)	--	--	---	--	--	--	---	--	--	--	---	--	180	2.20	60	1.1
094	1972	PLYM	FURY	360	(15)	(31)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	180	3.60	1169	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	270	2.90	1119	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	340	9.00	43	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	350	9.20	35	0.7	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	160	2.80	1343	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	270	2.90	1169	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	365	8.90	43	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	350	9.10	32	0.8	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	180	3.10	2065	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	245	1.80	1742	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	90	0.30	84	1.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	100	0.55	66	1.6	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	170	2.80	1617	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	240	1.90	1617	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	100	0.30	89	1.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	80	0.45	66	1.7	--	--	---	--	--	--	---	--	--	--	---	--
095	1972	PONT	CATA	400	(15)	(31)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	140	0.70	1841	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	270	2.00	1169	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	620	4.40	111	1.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	650	4.60	48	1.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	140	0.80	1493	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	290	2.30	962	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	700	5.00	78	1.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	600	4.80	45	1.3	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	135	1.30	1891	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	280	1 50	1244	0 8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	580	2.30	307	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	600	2.40	214	1.1	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	150	1.40	1841	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	280	1.70	1343	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	560	2.40	348	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	680	2.90	138	1.2	--	--	---	--	--	--	---	--	--	--	---	--
096	1972	PONT	LEMA	350	(12)	(26)	------- N/A ------				- T.P. COMPOSITE -				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	140	1.35	1493	0.7	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	240	2.60	1642	1.1	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	270	3.60	106	1.1	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	230	4.20	68	0.8	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	180	1.75	1841	0.7	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	255	3.80	1518	0.9	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	270	3.70	108	1.0	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	275	4.00	78	0.9	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	220	2.30	1692	0.7	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	280	1.40	1393	0.9	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	180	0.15	53	4.5	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	190	0.30	57	2.1	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	220	2.60	1418	0.6	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	270	1.40	1468	0.8	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	170	0.15	95	3.5	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	160	0.20	58	2.7	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					--- H.P. ---		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
097	1972	DATS	510	97	(9)	(21)	------- N/A ------				------- N/A ------				------- N/A ------				- T.P. COMPOSITE -			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	--	--	---	--	80	0.28	2787	1.1
					30	MPH	--	--	---	--	--	--	---	--	--	--	---	--	125	0.42	614	0.8
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	--	--	---	--	520	8.00	52	0.4
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	--	--	---	--	90	0.25	1443	1.2
					30	MPH	--	--	---	--	--	--	---	--	--	--	---	--	205	0.35	1070	0.9
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	--	--	---	--	480	8.10	65	0.4
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	--	--	---	--	70	0.20	2289	1.3
					30	MPH	--	--	---	--	--	--	---	--	--	--	---	--	210	0.35	1194	1.0
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	--	--	---	--	440	3.80	123	0.5
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	--	--	---	--	70	0.20	2413	1.6
					30	MPH	--	--	---	--	--	--	---	--	--	--	---	--	145	0.35	1095	1.0
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	--	--	---	--	490	3.60	63	0.6
098	1972	TOYO	CORO	120	(9)	(21)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	90	0.30	1393	2.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	180	2.20	1343	2.3	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	220	1.10	76	5.7	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	90	0.30	1343	2.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	180	2.20	890	2.1	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	180	1.20	89	5.7	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	100	0.35	3981	1.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	200	1.30	2065	1.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	210	2.40	31	9.7	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	100	0.35	4877	1.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	205	1.40	2140	1.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	210	2.40	29	9.4	--	--	---	--
099	1972	VOLK	KARM	97	(9)	(21)	------- N/A ------				- T.P. COMPOSITE -				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	225	7.40	460	0.3	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	240	2.40	706	0.4	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	190	3.70	31	0.3	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	210	7.40	532	0.4	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	215	2.60	1144	0.4	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	175	3.30	61	0.3	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	215	6.60	389	0.5	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	230	3.20	767	0.6	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	190	2.40	64	1.3	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	200	7.00	327	0.6	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	240	2.80	675	0.6	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	210	3.10	65	1.2	--	--	---	--	--	--	---	--
100	1972	VOLK	KOMB	103	(12)	(26)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	125	3.80	941	1.2	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	215	2.00	1990	0.9	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	310	7.30	94	0.5	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	130	3.60	1368	1.2	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	220	2.40	1013	0.7	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	320	8.00	96	0.5	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	160	3.70	1194	1.1	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	150	1.75	1020	1.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	210	5.50	57	1.8	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	160	3.70	1393	1.0	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	205	1.75	1095	1.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	240	0.85	60	1.7	--	--	---	--
396	1972	CHEV	KING	350	(18)	(36)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	140	2.20	245	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	220	2.20	191	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	340	6.40	38	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	400	7.40	37	0.4	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	150	2.20	225	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	230	2.15	212	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	380	6.70	40	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	410	8.20	38	0.3	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	180	2.40	1542	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	270	2.70	972	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	220	0.20	169	1.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	130	1.00	62	0.5	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	185	2.50	1592	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	260	2.60	1119	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	270	0.90	184	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	140	1.00	69	0.5	--	--	---	--	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					--- H.P. --		---------- RIGHT EXHAUST SYSTEM ----------								---------- LEFT EXHAUST SYSTEM ----------							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
398	1972	CHRY	NEWP	400	(15)	(31)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	170	3.20	1592	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	215	1.80	1617	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	235	3.00	75	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	200	3.50	53	0.7	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	180	3.50	1393	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	230	2.20	1443	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	240	3.00	75	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	220	4.50	55	0.7	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	250	3.50	1169	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	260	2.00	1119	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	230	0.20	74	4.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	600	0.25	40	5.0	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	160	3.80	1194	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	240	3.20	995	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	300	0.20	54	6.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	500	0.20	48	4.0	--	--	---	--	--	--	---	--	--	--	---	--
400	1972	DODG	DART	318	(12)	(26)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	340	5.80	470	0.6	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	460	4.00	675	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	480	8.60	38	0.6	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	400	8.00	33	0.5	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	320	5.40	440	0.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	450	3.80	675	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	470	8.40	34	0.6	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	420	8.40	30	0.5	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	230	4.80	491	0.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	300	2.40	757	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	1200	1.30	95	2.1	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	1050	1.10	62	2.0	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	275	5.70	409	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	340	2.60	655	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	1240	1.50	82	2.0	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	1200	1.20	60	2.1	--	--	---	--
401	1972	FORD	PINT	122	(9)	(21)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	345	6.40	1119	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	580	6.90	286	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	920	2.80	80	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	890	3.40	58	1.2	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	310	6.20	1717	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	420	4.50	890	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	780	2.80	121	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	820	3.20	27	1.2	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	370	6.20	1617	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	640	1.20	440	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	1140	4.00	65	1.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	1100	5.00	54	1.2	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	350	5.60	1443	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	500	1.90	757	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	1100	4.00	72	1.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	1120	5.40	57	1.2	--	--	---	--	--	--	---	--	--	--	---	--
404	1972	FORD	LTD	429	(15)	(31)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	155	2.50	2090	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	300	2.80	1070	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	620	10.00	26	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	700	10.00	19	0.6	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	160	2.70	1518	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	285	3.60	839	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	670	10.00	22	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	740	10.00	20	0.4	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	210	1.25	1592	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	215	0.95	1244	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	150	0.30	116	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	105	0.70	61	0.7	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	130	1.75	1766	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	200	1.60	1144	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	150	1.40	108	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	115	1.60	60	0.8	--	--	---	--	--	--	---	--	--	--	---	--
410	1972	PLYM	VALI	318	(12)	(26)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	280	4.40	767	0.6	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	375	2.80	880	0.7	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	650	9.80	38	0.9	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	640	9.80	36	0.9	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	280	4.40	849	0.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	400	3.05	880	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	620	9.40	34	0.9	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	800	9.60	30	0.9	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	225	3.70	839	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	265	1.10	1443	1.0	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	170	0.50	96	2.8	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	320	0.35	54	2.8	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	250	3.70	860	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	300	1.40	1518	0.7	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	190	0.60	95	2.7	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	330	0.40	53	3.0	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - $, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P. 30MPH	H.P. 50MPH	RIGHT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2	LEFT EXHAUST SYSTEM HC	CO	NOX	O2	HC	CO	NOX	O2
865	1972	AMMO	GREM	232	(9)	(21)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	230	5.00	675	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	450	3.00	819	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	470	5.00	62	1.2	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	220	4.00	1020	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	500	3.40	665	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	480	4.20	60	1.2	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	245	4.30	1013	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	395	3.70	706	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	310	5.80	61	0.8	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	235	3.60	1219	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	400	3.20	839	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	295	4.80	63	0.6	--	--	---	--
874	1972	CHEV	VEGA	140	(9)	(21)	N/A				N/A				LEFT EXHAUST				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	95	2.20	1493	0.9	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	285	5.40	430	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	480	9.80	56	0.6	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	115	3.50	1003	0.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	280	6.30	286	0.7	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	450	9.20	55	0.8	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	110	1.50	121	0.9	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	260	3.90	79	0.7	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	240	4.90	18	0.5	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	100	1.50	101	0.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	250	4.50	72	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	220	4.60	25	0.5	--	--	---	--
877	1972	CHEV	NOVA	307	(12)	(26)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	250	2.40	2339	1.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	370	2.20	1542	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	700	8.50	42	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	720	9.20	42	1.1	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	240	2.50	2165	1.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	430	2.30	1045	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	720	8.20	44	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	700	9.00	42	1.1	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	270	4.50	757	1.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	430	4.90	409	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	560	6.00	70	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	325	5.75	58	1.2	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	260	4.00	860	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	395	4.20	511	1.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	500	5.40	80	1.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	280	4.60	64	1.0	--	--	---	--	--	--	---	--	--	--	---	--
883	1972	CHEV	MALI	307	(12)	(26)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	190	3.80	90	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	320	3.20	58	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	220	10.00	13	2.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	800	10.00	13	1.5	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	220	4.20	88	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	335	3.80	64	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	280	10.00	20	2.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	860	10.00	20	1.4	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	200	3.20	1045	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	280	2.30	808	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	300	1.50	171	2.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	230	1.40	62	1.5	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	220	4.20	860	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	310	2.50	921	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	300	1.30	181	1.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	170	1.30	66	1.4	--	--	---	--	--	--	---	--	--	--	---	--
885	1972	CHEV	CHEL	350	(12)	(26)	RIGHT EXHAUST				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	150	1.20	1742	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	230	0.50	1617	1.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	590	10.00	29	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	430	9.40	32	0.8	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	190	2.10	1518	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	250	0.60	1667	1.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	590	10.00	38	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	580	10.00	32	0.8	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	125	1.00	1418	1.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	150	0.30	1045	2.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	245	2.90	111	1.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	155	4.20	56	1.1	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	140	1.80	1592	1.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	210	1.00	1443	1.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	310	5.60	88	1.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	180	5.00	72	1.1	--	--	---	--	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N, CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					--- H.P. --		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
886	1972	CHEV	MONT	350	(15)	(31)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	140	3.00	665	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	220	2.60	207	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	440	10.00	42	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	425	10.00	32	0.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	50	4.40	450	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	100	4.70	181	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	130	10.00	40	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	140	10.00	30	0.3	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	170	2.30	593	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	275	2.00	511	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	310	1.30	92	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	160	1.60	42	0.5	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	180	2.90	552	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	280	2.50	460	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	330	1.50	93	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	150	1.60	42	0.4	--	--	---	--	--	--	---	--	--	--	---	--
887	1972	CHEV	NOVA	350	(12)	(26)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	180	0.90	1468	1.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	320	3.00	563	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	470	8.80	45	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	430	9.00	35	0.9	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	170	1.00	1343	1.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	310	2.60	634	1.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	580	9.40	38	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	460	9.60	35	0.9	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	170	1.80	1294	1.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	330	4.20	286	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	420	6.40	78	1.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	275	6.20	58	1.0	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	220	2.40	995	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	360	4.90	237	1.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	420	6.50	82	1.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	250	5.70	61	1.0	--	--	---	--	--	--	---	--	--	--	---	--
889	1972	CHEV	MONT	350	(15)	(31)	- RIGHT EXHAUST -				------- N/A ------				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	125	0.90	1642	2.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	195	2.50	655	2.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	340	5.60	68	2.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	260	5.60	46	1.9	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	130	0.90	1717	2.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	200	2.50	624	2.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	350	6.00	73	2.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	270	6.50	48	1.9	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	100	0.60	1343	2.3	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	145	1.30	532	1.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	170	0.50	126	1.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	110	0.80	46	1.8	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	110	0.80	1219	2.1	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	150	2.20	491	1.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	180	0.90	121	1.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	120	1.50	56	1.5	--	--	---	--	--	--	---	--	--	--	---	--
890	1972	CHEV	NOVA	350	(12)	(26)	------- N/A ------				- T.P. COMPOSITE -				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	165	1.10	2339	1.4	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	1000	0.70	1542	2.9	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	1800	1.60	39	6.6	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	150	1.20	2339	1.3	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	800	1.20	1393	2.6	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	1840	2.80	40	6.0	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	135	1.40	1742	1.3	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	520	0.65	450	2.6	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	1300	4.90	44	3.9	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	125	1.50	1891	1.2	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	580	0.70	1045	2.6	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	1380	4.70	46	4.0	--	--	---	--	--	--	---	--
891	1972	CHEV	MONT	400	(15)	(31)	------- N/A ------				- T.P. COMPOSITE -				------- N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	120	0.90	1169	2.8	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	165	0.70	706	3.2	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	490	7.60	20	3.9	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	1020	7.20	16	4.1	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	110	3.60	945	2.6	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	200	1.80	573	2.8	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	490	8.00	22	3.7	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	1020	7.50	18	4.0	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	85	1.00	1169	2.6	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	80	1.20	634	3.0	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	400	0.50	55	5.1	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	600	1.10	36	5.0	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	85	1.10	995	2.3	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	90	0.80	696	3.1	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	480	1.00	65	4.7	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	500	1.70	40	3.6	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

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VEH                           --- H.P. -- ------------ RIGHT EXHAUST SYSTEM ------------  ------------ LEFT EXHAUST SYSTEM -------------
NO.  YEAR  MAKE  MODL  CID    30MPH 50MPH    HC    CO   NOX   O2     HC    CO   NOX   O2     HC    CO   NOX   O2     HC    CO   NOX   O2
--------------------------------------------------------------------------------------------------------------------------------------
894  1972  CHRY  NEWP  400    (15) (31)     - RIGHT  EXHAUST -     ------ N/A ------       ------ N/A ------       ------ N/A ------
                 BEFORE MTCE  50   MPH      185  5.00   970  0.6     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              30   MPH      220  4.40   624  0.5     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (D)      305  6.20    50  1.6     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (N)      305  6.20    45  1.5     --    --   ---   --     --    --   ---   --     --    --   ---   --
                 REPLICATE    50   MPH      190  5.20   846  0.6     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              30   MPH      235  4.50   358  0.4     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (D)      270  4.60   337  1.7     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (N)      370  7.40    48  1.2     --    --   ---   --     --    --   ---   --     --    --   ---   --

                 AFTER MTCE   50   MPH      220  6.10   655  0.4     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              30   MPH      230  4.80   307  0.3     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (D)      300  6.30    44  1.1     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (N)      350  7.30    35  0.8     --    --   ---   --     --    --   ---   --     --    --   ---   --
                 REPLICATE    50   MPH      215  6.00   696  0.4     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              30   MPH      195  4.80   358  0.3     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (D)      310  7.00    46  1.3     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (N)      375  7.90    35  0.7     --    --   ---   --     --    --   ---   --     --    --   ---   --

895  1972  DODG  DART  225    (12) (26)      ------ N/A ------       ------ N/A ------      -- LEFT EXHAUST --     ------ N/A ------
                 BEFORE MTCE  50   MPH       --    --   ---   --     --    --   ---   --    210  4.50  1269  0.4     --    --   ---   --
                              30   MPH       --    --   ---   --     --    --   ---   --    390  6.00   819  0.4     --    --   ---   --
                              IDLE (D)       --    --   ---   --     --    --   ---   --    450  9.20    64  0.3     --    --   ---   --
                              IDLE (N)       --    --   ---   --     --    --   ---   --    350  7.80    66  0.3     --    --   ---   --
                 REPLICATE    50   MPH       --    --   ---   --     --    --   ---   --    225  4.50  1418  0.4     --    --   ---   --
                              30   MPH       --    --   ---   --     --    --   ---   --    370  6.20   696  0.4     --    --   ---   --
                              IDLE (D)       --    --   ---   --     --    --   ---   --    435  9.00    68  0.3     --    --   ---   --
                              IDLE (N)       --    --   ---   --     --    --   ---   --    340  7.70    58  0.3     --    --   ---   --

                 AFTER MTCE   50   MPH       --    --   ---   --     --    --   ---   --    190  4.50  1343  0.4     --    --   ---   --
                              30   MPH       --    --   ---   --     --    --   ---   --    350  6.60   532  0.4     --    --   ---   --
                              IDLE (D)       --    --   ---   --     --    --   ---   --    220  1.80   171  0.4     --    --   ---   --
                              IDLE (N)       --    --   ---   --     --    --   ---   --    140  1.10    74  0.6     --    --   ---   --
                 REPLICATE    50   MPH       --    --   ---   --     --    --   ---   --    200  4.80  1318  0.4     --    --   ---   --
                              30   MPH       --    --   ---   --     --    --   ---   --    390  7.80   409  0.4     --    --   ---   --
                              IDLE (D)       --    --   ---   --     --    --   ---   --    250  1.80   181  0.3     --    --   ---   --
                              IDLE (N)       --    --   ---   --     --    --   ---   --    180  3.20    75  0.4     --    --   ---   --

897  1972  DODG  DART  318    (12) (26)      ------ N/A ------       ------ N/A ------      -- LEFT EXHAUST --     ------ N/A ------
                 BEFORE MTCE  50   MPH       --    --   ---   --     --    --   ---   --    180  2.40   880  0.7     --    --   ---   --
                              30   MPH       --    --   ---   --     --    --   ---   --    195  0.95  1343  0.8     --    --   ---   --
                              IDLE (D)       --    --   ---   --     --    --   ---   --    320  5.80    22  1.2     --    --   ---   --
                              IDLE (N)       --    --   ---   --     --    --   ---   --    360  6.00    18  1.1     --    --   ---   --
                 REPLICATE    50   MPH       --    --   ---   --     --    --   ---   --    160  2.40   798  0.7     --    --   ---   --
                              30   MPH       --    --   ---   --     --    --   ---   --    195  1.10  1194  0.8     --    --   ---   --
                              IDLE (D)       --    --   ---   --     --    --   ---   --    290  1.50    46  1.1     --    --   ---   --
                              IDLE (N)       --    --   ---   --     --    --   ---   --    315  1.60    22  1.1     --    --   ---   --

                 AFTER MTCE   50   MPH       --    --   ---   --     --    --   ---   --     95  1.50   716  0.5     --    --   ---   --
                              30   MPH       --    --   ---   --     --    --   ---   --     90  0.50   860  0.7     --    --   ---   --
                              IDLE (D)       --    --   ---   --     --    --   ---   --     70  0.62    74  1.0     --    --   ---   --
                              IDLE (N)       --    --   ---   --     --    --   ---   --     40  0.46    50  0.9     --    --   ---   --
                 REPLICATE    50   MPH       --    --   ---   --     --    --   ---   --     90  1.57   593  0.5     --    --   ---   --
                              30   MPH       --    --   ---   --     --    --   ---   --     85  0.54  1294  0.7     --    --   ---   --
                              IDLE (D)       --    --   ---   --     --    --   ---   --     70  0.79   111  0.9     --    --   ---   --
                              IDLE (N)       --    --   ---   --     --    --   ---   --     50  0.70    88  0.8     --    --   ---   --

898  1972  DODG  POLA  360    (15) (31)     - RIGHT  EXHAUST -     ------ N/A ------       ------ N/A ------       ------ N/A ------
                 BEFORE MTCE  50   MPH      340  6.50   593  0.8     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              30   MPH      460  5.60   450  0.7     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (D)     1480 10.00    12  1.6     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (N)     1800 10.00    12  1.7     --    --   ---   --     --    --   ---   --     --    --   ---   --
                 REPLICATE    50   MPH      320  6.90   624  0.8     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              30   MPH      430  6.00   399  0.7     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (D)     1260 10.00    13  1.5     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (N)     1490 10.00    12  1.7     --    --   ---   --     --    --   ---   --     --    --   ---   --

                 AFTER MTCE   50   MPH      220  5.60   655  0.5     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              30   MPH      230  4.40   389  0.4     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (D)      160  0.50    68  1.2     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (N)      210  0.60    56  1.1     --    --   ---   --     --    --   ---   --     --    --   ---   --
                 REPLICATE    50   MPH      200  5.90   573  0.3     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              30   MPH      210  4.70   389  0.4     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (D)      100  0.70    77  1.2     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (N)      220  0.70    74  1.4     --    --   ---   --     --    --   ---   --     --    --   ---   --

899  1972  FORD  PINT  122    ( 9) (21)     - RIGHT  EXHAUST -     ------ N/A ------       ------ N/A ------       ------ N/A ------
                 BEFORE MTCE  50   MPH      270  5.80   945  0.6     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              30   MPH      350  0.70  1518  0.9     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (D)      325  8.00    66  0.4     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (N)      320  7.20    60  0.3     --    --   ---   --     --    --   ---   --     --    --   ---   --
                 REPLICATE    50   MPH      270  5.60   995  0.5     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              30   MPH      340  0.70  1816  0.9     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (D)      300  7.80    66  0.3     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (N)      330  7.60    67  0.3     --    --   ---   --     --    --   ---   --     --    --   ---   --

                 AFTER MTCE   50   MPH      300  5.80  1443  0.5     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              30   MPH      255  0.35  2090  1.2     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (D)      245  2.20    94  0.3     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (N)      190  1.90    70  0.3     --    --   ---   --     --    --   ---   --     --    --   ---   --
                 REPLICATE    50   MPH      300  5.80  1119  0.5     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              30   MPH      235  0.35  1941  1.2     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (D)      250  2.95    70  0.3     --    --   ---   --     --    --   ---   --     --    --   ---   --
                              IDLE (N)      200  2.05    68  0.3     --    --   ---   --     --    --   ---   --     --    --   ---   --
```

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS
ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
900	1972	FORD	PINT	98	(9)	(21)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	360	7.60	399	2.1	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	300	0.60	1493	3.2	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	920	2.00	90	4.0	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	340	7.60	368	2.1	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	270	0.60	1294	3.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	1340	1.50	103	4.6	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	390	8.40	430	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	280	0.70	2090	1.0	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	275	2.40	101	1.0	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	390	8.60	430	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	290	0.80	2090	1.2	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	230	2.10	116	0.9	--	--	--	--	--	--	--	--	--	--	--	--
901	1972	FORD	PINT	98	(9)	(21)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	280	6.80	624	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	300	0.85	2886	1.2	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	450	9.00	48	0.5	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	260	6.60	706	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	300	0.70	3185	1.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	430	8.90	51	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	250	6.20	767	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	250	0.40	2364	1.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	450	5.00	44	0.3	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	310	6.20	819	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	315	0.45	3384	1.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	510	5.80	62	0.3	--	--	--	--	--	--	--	--	--	--	--	--
902	1972	FORD	MAVE	200	(9)	(21)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	260	5.80	191	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	320	9.50	51	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	100	1.30	50	1.0	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	260	5.90	95	0.8	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	320	9.60	40	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	120	1.30	45	1.5	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	220	2.90	101	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	250	3.90	46	0.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	80	1.30	30	1.0	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	220	2.80	131	0.5	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	260	4.00	48	0.4	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	90	1.50	30	1.0	--	--	--	--	--	--	--	--	--	--	--	--
903	1972	FORD	MUST	351	(12)	(26)	N/A				- T.P. COMPOSITE -				N/A				N/A			
			BEFORE MTCE		50	MPH	--	--	--	--	170	2.20	1692	0.5	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	210	0.80	1095	0.7	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	600	0.80	48	1.5	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	940	0.85	42	1.9	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	175	2.30	1742	0.5	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	190	0.90	1070	0.7	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	580	0.85	52	1.0	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	920	1.20	43	1.2	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	--	--	--	--	135	2.00	1294	1.3	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	120	0.70	716	1.4	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	390	0.20	45	3.4	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	370	0.45	44	2.4	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	--	--	--	--	130	1.80	1468	1.2	--	--	--	--	--	--	--	--
					30	MPH	--	--	--	--	115	0.60	849	1.6	--	--	--	--	--	--	--	--
					IDLE	(D)	--	--	--	--	350	0.20	45	3.7	--	--	--	--	--	--	--	--
					IDLE	(N)	--	--	--	--	380	0.45	49	2.1	--	--	--	--	--	--	--	--
904	1972	FORD	MAVE	302	(12)	(26)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	340	2.00	1070	1.3	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	480	2.60	655	1.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	2000	2.50	166	3.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	2000	0.70	78	4.9	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	360	3.10	2787	1.6	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	580	3.80	1194	1.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	2000	1.80	348	4.6	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	2000	0.90	156	4.9	--	--	--	--	--	--	--	--	--	--	--	--
			AFTER MTCE		50	MPH	260	1.40	1343	2.1	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	300	1.40	757	1.7	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	450	2.20	72	1.5	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	300	3.20	42	1.5	--	--	--	--	--	--	--	--	--	--	--	--
			REPLICATE		50	MPH	280	1.80	1393	1.8	--	--	--	--	--	--	--	--	--	--	--	--
					30	MPH	290	2.00	430	1.3	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(D)	410	3.00	65	1.1	--	--	--	--	--	--	--	--	--	--	--	--
					IDLE	(N)	290	4.50	32	1.0	--	--	--	--	--	--	--	--	--	--	--	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - $, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH NO.	YEAR	MAKE	MODL	CID	H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
					30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
906	1972	FORD	MAVE	250	(9)	(21)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	200	1.95	2364	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	400	3.90	1144	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	860	10.00	771	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	1020	10.00	25	0.4	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	180	2.80	1990	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	440	5.30	685	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	920	10.00	22	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	1060	10.00	19	0.7	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	220	2.60	2787	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	385	4.40	1095	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	270	3.80	106	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	160	2.80	75	0.4	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	230	3.00	2687	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	390	4.60	945	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	275	4.00	101	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	180	3.60	60	0.4	--	--	---	--	--	--	---	--	--	--	---	--
907	1972	FORD	GALA	400	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	180	3.50	895	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	310	4.00	593	1.0	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	450	8.50	39	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	320	7.50	44	0.6	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	200	4.00	655	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	310	4.50	552	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	420	6.00	38	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	300	7.90	36	0.6	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	160	3.20	1119	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	220	3.20	945	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	220	4.00	113	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	140	3.50	75	0.2	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	150	3.20	1194	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	190	2.50	1119	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	200	3.50	138	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	100	2.20	80	0.2	--	--	---	--	--	--	---	--	--	--	---	--
909	1972	FORD	LTD	429	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	120	2.00	1592	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	155	1.70	307	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	180	1.60	36	1.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	150	1.40	26	1.3	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	120	2.30	184	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	175	2.50	156	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	175	1.90	36	1.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	150	1.70	29	0.9	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	125	2.00	1990	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	160	1.20	1567	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	120	1.00	151	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	70	1.60	73	0.2	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	130	2.20	1866	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	150	1.70	1269	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	140	1.50	121	0.3	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	60	1.50	73	0.2	--	--	---	--	--	--	---	--	--	--	---	--
911	1972	FORD	GALA	400	(15)	(31)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	70	1.40	1393	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	150	1.80	788	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	440	8.60	46	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	400	8.30	37	0.4	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	70	1.20	1393	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	160	1.85	819	0.5	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	430	8.50	49	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	420	8.10	38	0.3	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	140	1.10	2486	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	190	0.70	1567	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	230	2.40	83	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	180	3.00	47	0.7	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	135	1.05	2486	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	180	0.70	1667	1.1	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	220	2.35	108	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	165	2.80	59	0.6	--	--	---	--	--	--	---	--	--	--	---	--
912	1972	MERC	COME	250	(12)	(26)	- RIGHT EXHAUST -				N/A				N/A				N/A			
			BEFORE MTCE		50	MPH	185	1.80	1144	1.4	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	310	3.60	778	0.9	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	300	7.00	88	0.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	250	6.20	70	0.2	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	220	2.40	1493	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	330	4.00	870	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	300	7.00	90	0.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	248	6.50	72	0.2	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	165	1.60	2389	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	300	2.40	1518	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	220	2.70	133	0.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	220	2.70	79	0.4	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	170	1.90	2389	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	300	2.90	1567	0.4	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	220	3.10	111	0.2	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	180	3.50	80	0.2	--	--	---	--	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					--- H.P. --		--------- RIGHT EXHAUST SYSTEM ---------								--------- LEFT EXHAUST SYSTEM ---------							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
919	1972	PLYM	VALI	198	(12)	(26)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	165	2.40	1791	1.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	340	2.60	1542	1.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	375	8.60	40	1.7	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	180	2.50	1891	1.3	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	390	2.40	1692	1.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	410	8.80	46	1.6	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	160	2.20	2065	1.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	280	1.30	2214	1.7	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	135	1.20	92	1.5	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	160	2.20	2140	1.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	280	1.50	2040	1.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	130	1.30	87	1.5	--	--	---	--
925	1972	PONT	LEMA	350	(12)	(26)	- RIGHT EXHAUST -				------- N/A ------				-- ------ N/A ------				------- N/A ------			
			BEFORE MTCE		50	MPH	255	2.30	1692	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	420	2.30	1294	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	520	7.10	66	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	420	7.80	48	0.6	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	255	2.50	1692	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	440	3.10	995	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	520	8.00	58	0.8	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	450	8.80	41	0.6	--	--	---	--	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	190	1.95	1443	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	275	1.90	819	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	305	0.42	189	1.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	150	0.70	56	1.2	--	--	---	--	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	160	2.00	1343	0.6	--	--	---	--	--	--	---	--	--	--	---	--
					30	MPH	240	1.25	1194	0.7	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(D)	325	0.40	217	1.6	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	175	0.86	60	1.3	--	--	---	--	--	--	---	--	--	--	---	--
929	1972	DATS	B110	72	(9)	(21)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	180	1.80	1070	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	200	1.20	665	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	420	5.80	36	0.3	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	190	1.90	1095	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	200	1.40	665	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	430	6.20	40	0.3	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	140	1.80	276	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	130	1.30	171	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	200	1.50	28	0.3	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	140	1.60	276	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	140	1.20	156	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	200	1.00	30	0.4	--	--	---	--
930	1972	DATS	510	97	(9)	(21)	------- N/A ------				------- N/A ------				-- LEFT EXHAUST --				------- N/A ------			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	120	0.25	3185	1.6	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	180	0.50	1542	1.1	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	610	7.00	36	0.8	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	130	0.19	2986	1.7	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	185	0.42	1567	1.1	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	600	7.40	35	0.8	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	140	0.50	2389	0.8	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	215	0.80	2214	0.8	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	365	2.80	61	0.6	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	120	0.30	3185	0.9	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	230	0.90	2389	0.7	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	110	2.50	67	0.6	--	--	---	--
931	1972	OPEL	1900	116	(9)	(21)	------- N/A ------				------- N/A ------				------- N/A ------				- T.P. COMPOSITE -			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	--	--	---	--	130	0.45	2787	1.5
					30	MPH	--	--	---	--	--	--	---	--	--	--	---	--	160	0.30	1891	2.0
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	330	6.80	82	1.1
					IDLE	(N)	--	--	---	--	--	--	---	--	--	--	---	--	250	5.00	74	1.0
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	--	--	---	--	125	0.40	2986	1.7
					30	MPH	--	--	---	--	--	--	---	--	--	--	---	--	150	0.20	1841	2.4
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	300	6.00	90	1.1
					IDLE	(N)	--	--	---	--	--	--	---	--	--	--	---	--	250	4.80	86	1.0
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	--	--	---	--	50	0.25	1095	4.3
					30	MPH	--	--	---	--	--	--	---	--	--	--	---	--	70	0.22	491	4.6
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	195	0.30	116	1.3
					IDLE	(N)	--	--	---	--	--	--	---	--	--	--	---	--	120	0.40	68	3.0
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	--	--	---	--	35	0.25	1294	3.9
					30	MPH	--	--	---	--	--	--	---	--	--	--	---	--	95	0.30	1244	2.4
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	140	0.42	151	1.6
					IDLE	(N)	--	--	---	--	--	--	---	--	--	--	---	--	110	0.50	80	2.4

FEDERAL THREE MODE TEST EMISSION RESULTS ARE: HC - PPM/HEX, CO - $, UNCORRECTED NOX - PPM

APPENDIX N,CONT'D

LISTING OF FEDERAL THREE MODE TEST EMISSION RESULTS ON INDIVIDUAL VEHICLES BEFORE AND AFTER MAINTENANCE

DENVER

VEH					H.P.		RIGHT EXHAUST SYSTEM								LEFT EXHAUST SYSTEM							
NO.	YEAR	MAKE	MODL	CID	30MPH	50MPH	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2	HC	CO	NOX	O2
932	1972	TOYO	CORO	71	(9)	(21)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	280	6.90	757	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	250	0.65	1393	1.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	395	10.00	36	0.6	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	280	6.40	798	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	265	0.42	1493	1.4	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	430	10.00	35	0.6	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	230	2.60	1493	1.2	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	250	0.30	1567	1.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	430	3.60	49	1.1	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	210	2.40	1642	1.2	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	260	0.30	1592	1.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	480	3.80	56	1.1	--	--	---	--
933	1972	TOYO	STAW	97	(9)	(21)	N/A				N/A				-- LEFT EXHAUST --				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	--	--	---	--	250	4.30	1244	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	290	1.80	1294	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	580	7.90	46	0.4	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	550	8.00	38	0.3	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	320	6.40	716	0.4	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	280	1.80	1343	0.6	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	480	7.90	48	0.3	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	580	8.00	40	0.3	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	--	--	---	--	270	7.00	491	0.3	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	295	2.05	1294	0.5	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	285	2.90	101	0.3	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	310	2.50	92	0.4	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	--	--	---	--	280	7.00	552	0.5	--	--	---	--
					30	MPH	--	--	---	--	--	--	---	--	290	2.00	1642	1.2	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	355	3.30	101	0.4	--	--	---	--
					IDLE	(N)	--	--	---	--	--	--	---	--	360	2.80	94	0.5	--	--	---	--
935	1972	VOLK	CONV	97	(9)	(21)	N/A				- T.P. COMPOSITE -				N/A				N/A			
			BEFORE MTCE		50	MPH	--	--	---	--	240	3.80	995	0.2	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	170	1.20	849	0.4	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	320	9.40	50	0.3	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	240	3.80	1045	0.2	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	200	1.20	941	0.4	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	380	9.20	55	0.3	--	--	---	--	--	--	---	--
			AFTER MTCE		50	MPH	--	--	---	--	100	0.85	1990	1.0	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	210	1.60	941	0.4	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	390	10.00	38	0.5	--	--	---	--	--	--	---	--
			REPLICATE		50	MPH	--	--	---	--	100	1.30	2115	1.0	--	--	---	--	--	--	---	--
					30	MPH	--	--	---	--	170	1.60	1045	0.4	--	--	---	--	--	--	---	--
					IDLE	(D)	--	--	---	--	--	--	---	--	--	--	---	--	--	--	---	--
					IDLE	(N)	--	--	---	--	340	10.00	48	0.5	--	--	---	--	--	--	---	--

FEDERAL THREE MODE TEST EMISSION RESULTS ARE HC - PPM/HEX, CO - %, UNCORRECTED NOX - PPM

APPENDIX O

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

Legend

VEH NO. - Vehicle Number

YEAR - Model Year

MAKE - Vehicle Make

MODEL - Vehicle Model

CID - Engine Displacement in Cubic Inches

CATALYST - Number of Catatytic Converters on Vehicle

LEAD CONTENT - Lead Content of Fuel in Vehicle when accepted from owner, in Grams per Gallon (values over 0.1 are off scale readings, 0.1 grams/gallon is upper limit of instrumentation)

APPENDIX O

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
001	1975	CHEV	TRUC	350	1 CONVERTER	0.019
002	1975	CHEV	TRUC	350	1 CONVERTER	0.016
003	1975	CHEV	TRUC	350	1 CONVERTER	0.021
004	1975	CHEV	TRUC	350	1 CONVERTER	0.005
005	1975	DODG	TRUC	318	1 CONVERTER	0.017
006	1975	FORD	TRUC	302	1 CONVERTER	0.072
007	1975	FORD	TRUC	302	1 CONVERTER	0.022
008	1975	FORD	TRUC	351	NO CONVERTER	0.023
009	1975	FORD	TRUC	351	NO CONVERTER	0.039
010	1975	GMC	TRUC	350	1 CONVERTER	0.020
011	1975	AMMO	HORN	258	NO CONVERTER	0.072
012	1975	BUIC	CNTY	350	1 CONVERTER	0.013
013	1975	BUIC	RIVI	455	1 CONVERTER	0.010
014	1975	BUIC	REGA	350	1 CONVERTER	0.018
015	1975	CADI	ELDO	500	1 CONVERTER	0.029
016	1975	CHEV	VEGA	140	1 CONVERTER	0.004
017	1975	CHEV	NOVA	250	1 CONVERTER	0.021
018	1975	CHEV	MONT	350	1 CONVERTER	0.070
019	1975	CHEV	CAPR	350	1 CONVERTER	0.038
020	1975	CHEV	IMPA	350	1 CONVERTER	0.018
021	1975	CHEV	STAW	400	1 CONVERTER	0.015
022	1975	CHRY	NEWP	400	1 CONVERTER	0.008
023	1975	DODG	CORO	318	1 CONVERTER	0.019
024	1975	DODG	DART	225	1 CONVERTER	0.017
025	1975	FORD	MUST	140	1 CONVERTER	0.012
026	1975	FORD	TORI	351	1 CONVERTER	0.016
027	1975	FORD	GRAN	250	1 CONVERTER	0.022
028	1975	FORD	LTD	351	1 CONVERTER	0.018
029	1975	FORD	LTD	400	1 CONVERTER	0.019
030	1975	MERC	MARQ	400	1 CONVERTER	0.016
031	1975	MERC	MONG	351	1 CONVERTER	0.010
032	1975	OLDS	DELT	350	1 CONVERTER	0.013
033	1975	OLDS	CUTL	350	1 CONVERTER	0.015
034	1975	OLDS	DELT	455	1 CONVERTER	0.017
035	1975	PLYM	FURY	318	1 CONVERTER	0.013

APPENDIX O,CONT'D

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
036	1975	PLYM	DUST	225	1 CONVERTER	0.023
037	1975	PONT	CATA	400	1 CONVERTER	0.015
038	1975	PONT	LEMA	350	1 CONVERTER	0.015
039	1975	PONT	GRNV	455	1 CONVERTER	0.010
040	1976	CAPR	SEDA	140	1 CONVERTER	0.023
041	1975	DATS	B210	85	NO CONVERTER	1.000
042	1975	HOND	SEDA	91	NO CONVERTER	1.100
043	1975	TOYO	CORO	133	NO CONVERTER	0.970
044	1975	VOLK	SEDA	97	NO CONVERTER	0.990
045	1975	VOLK	STAW	90	1 CONVERTER	0.016
231	1975	AMMO	GREM	232	NO CONVERTER	0.012
232	1975	AMMO	HORN	304	1 CONVERTER	0.013
233	1975	AMMO	MATA	360	1 CONVERTER	0.013
234	1975	BUIC	SKYH	231	1 CONVERTER	0.010
235	1975	BUIC	SKYL	260	1 CONVERTER	0.010
236	1975	BUIC	REGA	350	1 CONVERTER	0.021
238	1975	BUIC	STAW	350	1 CONVERTER	0.031
240	1975	BUIC	RIVI	455	1 CONVERTER	0.970
241	1976	CADI	SEVI	350	1 CONVERTER	0.021
242	1975	CADI	DEVI	500	NO CONVERTER	0.026
243	1975	CADI	FLEE	500	1 CONVERTER	0.013
244	1975	CHEV	VEGA	140	1 CONVERTER	0.030
245	1975	CHEV	MONZ	140	1 CONVERTER	0.013
246	1975	CHEV	MONZ	262	1 CONVERTER	0.046
247	1975	CHEV	NOVA	250	1 CONVERTER	0.058
248	1975	CHEV	NOVA	262	1 CONVERTER	0.014
249	1975	CHEV	CAMA	350	1 CONVERTER	0.005
250	1975	CHEV	NOVA	350	1 CONVERTER	0.020
252	1975	CHEV	MALI	350	1 CONVERTER	0.007
253	1975	CHEV	MALI	350	1 CONVERTER	0.009
254	1975	CHEV	MALI	350	1 CONVERTER	0.019
255	1975	CHEV	STAW	350	1 CONVERTER	0.021
256	1975	CHEV	MONT	400	1 CONVERTER	0.016
257	1975	CHEV	MONT	400	1 CONVERTER	0.018
258	1975	CHEV	CAPR	350	1 CONVERTER	0.052

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
259	1975	CHEV	IMPA	350	1 CONVERTER	0.021
260	1975	CHEV	IMPA	350	1 CONVERTER	0.004
261	1975	CHEV	IMPA	350	1 CONVERTER	0.017
262	1975	CHEV	IMPA	350	1 CONVERTER	0.027
263	1975	CHEV	CAPR	400	1 CONVERTER	0.010
264	1975	CHEV	IMPA	400	1 CONVERTER	0.021
265	1975	CHEV	CAPR	454	1 CONVERTER	0.008
266	1975	CHEV	CAPR	454	1 CONVERTER	0.000
267	1975	CHRY	CORD	360	1 CONVERTER	0.090
268	1975	CHRY	IMPE	440	1 CONVERTER	0.033
270	1975	DODG	DART	318	1 CONVERTER	0.080
272	1975	DODG	CHAR	360	1 CONVERTER	0.015
273	1975	DODG	MONA	400	1 CONVERTER	0.014
275	1975	FORD	MUST	140	NO CONVERTER	0.090
276	1975	FORD	PINT	140	NO CONVERTER	0.035
277	1975	FORD	MUST	171	2 CONVERTER	0.033
281	1975	FORD	GRAN	302	1 CONVERTER	0.041
282	1975	FORD	STAW	351	1 CONVERTER	0.013
283	1975	FORD	TORI	351	1 CONVERTER	0.019
284	1975	FORD	TORI	400	1 CONVERTER	0.015
285	1975	FORD	LTD	351	1 CONVERTER	0.034
286	1975	FORD	ELIT	351	1 CONVERTER	0.018
287	1975	FORD	LTD	351	1 CONVERTER	0.020
288	1975	FORD	TORI	351	1 CONVERTER	0.013
289	1975	FORD	LTD	400	1 CONVERTER	0.010
290	1975	FORD	LTD	400	1 CONVERTER	0.010
291	1975	FORD	LTD	400	1 CONVERTER	0.020
292	1975	FORD	LTD	400	1 CONVERTER	0.015
293	1975	FORD	LTD	460	1 CONVERTER	0.015
294	1975	LINC	CONT	460	1 CONVERTER	0.019
295	1975	MERC	MONA	302	1 CONVERTER	0.014
297	1975	MERC	MONT	351	1 CONVERTER	0.016
298	1975	MERC	COUG	351	1 CONVERTER	0.020
300	1975	OLDS	OMEG	260	1 CONVERTER	0.040
301	1975	OLDS	CUTL	350	1 CONVERTER	0.034

APPENDIX O,CONT'D

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
302	1975	OLDS	CUTL	350	1 CONVERTER	0.011
303	1975	OLDS	STAW	350	1 CONVERTER	0.011
304	1975	OLDS	CUTL	455	1 CONVERTER	0.031
305	1975	OLDS	STAW	455	1 CONVERTER	0.012
306	1975	OLDS	DELT	455	1 CONVERTER	0.080
307	1975	PLYM	DUST	225	1 CONVERTER	0.010
308	1975	PLYM	SCAM	318	1 CONVERTER	0.030
309	1975	PLYM	VALI	318	1 CONVERTER	0.018
310	1975	PLYM	FURY	318	1 CONVERTER	0.980
311	1975	PLYM	FURY	360	1 CONVERTER	0.026
312	1975	PLYM	FURY	400	1 CONVERTER	0.020
313	1975	PLYM	FURY	360	1 CONVERTER	0.017
314	1975	PONT	ASTR	140	1 CONVERTER	0.046
316	1975	PONT	LEMA	350	1 CONVERTER	0.018
317	1975	PONT	VENT	350	1 CONVERTER	0.014
318	1975	PONT	LEMA	350	1 CONVERTER	0.015
319	1975	PONT	CATA	400	1 CONVERTER	0.015
320	1975	PONT	STAW	400	1 CONVERTER	0.090
321	1975	PONT	GRNV	455	1 CONVERTER	0.009
322	1975	AUDI	FOX	97	NO CONVERTER	1.000
323	1976	CAPR	GHIA	171	2 CONVERTER	0.071
325	1975	COLT	SEDA	98	NO CONVERTER	1.000
326	1975	DATS	710	119	NO CONVERTER	1.000
327	1975	DATS	B210	85	NO CONVERTER	0.950
328	1975	DATS	SEDA	119	NO CONVERTER	1.100
329	1975	FIAT	STAW	78	NO CONVERTER	0.940
330	1975	FIAT	X1-9	79	1 CONVERTER	0.021
331	1975	HOND	CVCC	91	NO CONVERTER	1.000
332	1975	MAZD	RX3	70	NO CONVERTER	0.019
333	1975	MAZD	RX3	70	NO CONVERTER	0.016
335	1975	MG	MGB	110	NO CONVERTER	1.000
336	1975	OPEL	STAW	116	NO CONVERTER	0.023
338	1975	PORS	911S	164	NO CONVERTER	0.950
339	1975	TOYO	CORO	97	NO CONVERTER	1.000
340	1975	TOYO	CELI	133	NO CONVERTER	0.065

APPENDIX O,CONT'D

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
341	1975	TOYO	CORO	97	NO CONVERTER	1.000
342	1975	VOLK	SEDA	97	NO CONVERTER	0.970
343	1975	VOLK	RABB	90	1 CONVERTER	0.017
344	1975	VOLK	RABB	90	1 CONVERTER	0.020
345	1975	VOLV	SEDA	121	1 CONVERTER	0.950
511	1975	FORD	GRAN	200	NO CONVERTER	0.014
512	1975	MERC	MONA	250	1 CONVERTER	0.020
513	1975	OLDS	OMEG	250	1 CONVERTER	0.005
514	1975	PLYM	GRNF	400	1 CONVERTER	0.009
515	1975	PONT	VENT	250	1 CONVERTER	0.033
516	1975	BMW	SEDA	121	NO CONVERTER	1.000
517	1975	BMW	530I	182	NO CONVERTER	1.300
518	1975	SUBA	STAW	83	NO CONVERTER	1.100
519	1975	MERB	450S	276	NO CONVERTER	0.057
520	1975	PORS	914	120	NO CONVERTER	1.000
521	1975	SAAB	99LE	121	NO CONVERTER	0.950
522	1975	AMMO	HORN	232	NO CONVERTER	0.010
523	1975	AMMO	HORN	258	NO CONVERTER	0.031
524	1975	DODG	MONA	440	1 CONVERTER	0.018
525	1975	MERC	MARQ	460	1 CONVERTER	0.026
534	1975	AMMO	GREM	232	NO CONVERTER	0.100
535	1976	AMMO	HORN	232	NO CONVERTER	0.005
536	1975	AMMO	PACE	258	NO CONVERTER	0.019
537	1975	AMMO	HORN	258	NO CONVERTER	0.020
538	1975	AMMO	HORN	232	NO CONVERTER	0.017
539	1975	AMMO	HORN	258	NO CONVERTER	0.011
540	1975	AMMO	PACE	258	NO CONVERTER	0.035
541	1975	AMMO	MATA	304	1 CONVERTER	0.004
542	1975	BUIC	SKYL	260	1 CONVERTER	0.020
543	1975	BUIC	REGA	350	1 CONVERTER	0.020
544	1975	BUIC	LESA	350	1 CONVERTER	0.220
545	1975	BUIC	LESA	350	1 CONVERTER	0.021
546	1975	BUIC	REGA	350	1 CONVERTER	0.043
547	1975	BUIC	REGA	350	1 CONVERTER	0.021
548	1975	BUIC	LESA	350	1 CONVERTER	0.006

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
549	1975	BUIC	LESA	350	1 CONVERTER	0.027
550	1975	BUIC	LESA	350	1 CONVERTER	0.017
551	1975	BUIC	LESA	455	1 CONVERTER	0.040
552	1975	BUIC	RIVI	455	1 CONVERTER	0.021
553	1975	BUIC	RIVI	455	1 CONVERTER	0.008
554	1975	BUIC	STAW	455	1 CONVERTER	0.025
555	1975	CADI	ELDO	500	1 CONVERTER	0.018
556	1975	CADI	DEVI	500	1 CONVERTER	0.027
557	1975	CADI	ELDO	500	1 CONVERTER	0.018
558	1975	CADI	CALA	500	1 CONVERTER	0.048
559	1975	CADI	ELDO	500	1 CONVERTER	0.024
560	1975	CADI	DEVI	500	1 CONVERTER	0.010
561	1975	CADI	CALA	500	1 CONVERTER	0.004
562	1976	CADI	SEVI	350	1 CONVERTER	0.022
563	1975	CHEV	MONZ	140	1 CONVERTER	0.017
564	1975	CHEV	VEGA	140	1 CONVERTER	0.027
565	1975	CHEV	VEGA	140	1 CONVERTER	0.060
566	1975	CHEV	MONZ	140	1 CONVERTER	0.010
567	1975	CHEV	VEGA	140	1 CONVERTER	0.045
568	1975	CHEV	VEGA	140	1 CONVERTER	1.000
569	1975	CHEV	VEGA	140	1 CONVERTER	0.014
570	1975	CHEV	MONZ	140	1 CONVERTER	0.020
571	1975	CHEV	VEGA	140	1 CONVERTER	0.021
572	1975	CHEV	MONZ	262	1 CONVERTER	0.010
573	1975	CHEV	NOVA	250	1 CONVERTER	0.020
574	1975	CHEV	CAMA	350	1 CONVERTER	0.027
575	1975	CHEV	NOVA	250	1 CONVERTER	0.019
576	1975	CHEV	NOVA	262	1 CONVERTER	0.900
577	1975	CHEV	NOVA	262	1 CONVERTER	0.010
578	1975	CHEV	MONZ	262	1 CONVERTER	0.005
579	1975	CHEV	MONZ	262	1 CONVERTER	0.021
580	1975	CHEV	NOVA	350	1 CONVERTER	0.028
581	1975	CHEV	NOVA	350	1 CONVERTER	0.039
582	1975	CHEV	NOVA	350	1 CONVERTER	0.018
583	1975	CHEV	NOVA	350	1 CONVERTER	0.023

APPENDIX O,CONT'D

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
584	1975	CHEV	CAMA	350	1 CONVERTER	0.021
585	1975	CHEV	NOVA	350	1 CONVERTER	0.017
586	1975	CHEV	NOVA	250	1 CONVERTER	0.018
587	1975	CHEV	MALI	350	1 CONVERTER	0.022
588	1975	CHEV	MONT	350	1 CONVERTER	0.028
589	1975	CHEV	MALI	350	1 CONVERTER	0.013
590	1975	CHEV	MALI	350	1 CONVERTER	0.022
591	1975	CHEV	MONT	350	1 CONVERTER	0.033
592	1975	CHEV	MONT	350	1 CONVERTER	0.012
593	1975	CHEV	MALI	350	1 CONVERTER	0.036
594	1975	CHEV	MONT	350	1 CONVERTER	0.025
595	1975	CHEV	MALI	350	1 CONVERTER	0.017
596	1975	CHEV	STAW	350	1 CONVERTER	0.019
597	1975	CHEV	STAW	454	1 CONVERTER	0.015
598	1975	CHEV	NOVA	350	1 CONVERTER	0.018
599	1975	CHEV	MONT	350	1 CONVERTER	0.021
600	1975	CHEV	MALI	350	1 CONVERTER	0.014
601	1975	CHEV	STAW	350	1 CONVERTER	0.026
602	1976	CHEV	CAMA	350	1 CONVERTER	0.014
603	1976	CHEV	MALI	305	1 CONVERTER	0.012
604	1975	CHEV	STAW	400	1 CONVERTER	0.015
605	1975	CHEV	IMPA	400	1 CONVERTER	0.008
606	1975	CHEV	STAW	400	1 CONVERTER	0.060
607	1975	CHEV	IMPA	400	1 CONVERTER	0.018
608	1975	CHEV	CAPR	454	1 CONVERTER	0.004
609	1975	CHRY	CORD	360	1 CONVERTER	0.019
610	1975	CHRY	CORD	360	1 CONVERTER	0.011
611	1975	CHRY	NEWP	400	1 CONVERTER	0.020
612	1975	CHRY	CORD	360	1 CONVERTER	0.021
613	1975	CHRY	NEWP	400	1 CONVERTER	0.013
614	1975	CHRY	NEWY	440	1 CONVERTER	0.015
615	1975	CHRY	NEWY	440	1 CONVERTER	0.026
616	1975	DODG	DART	225	1 CONVERTER	0.026
617	1976	DODG	DART	225	1 CONVERTER	0.009
618	1975	DODG	DART	318	1 CONVERTER	0.042

APPENDIX O,CONT'D

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
619	1975	DODG	DART	318	1 CONVERTER	0.014
620	1975	DODG	CHAR	318	1 CONVERTER	0.008
621	1975	DODG	CHAR	360	1 CONVERTER	0.012
622	1975	DODG	CHAR	400	1 CONVERTER	1.000
623	1975	DODG	MONA	400	1 CONVERTER	0.021
624	1975	FORD	PINT	140	NO CONVERTER	0.023
625	1975	FORD	PINT	140	1 CONVERTER	0.018
626	1975	FORD	PINT	140	1 CONVERTER	0.025
627	1975	FORD	MUST	140	NO CONVERTER	0.200
628	1975	FORD	MUST	140	NO CONVERTER	0.021
629	1975	FORD	PINT	140	NO CONVERTER	0.008
630	1975	FORD	PINT	140	NO CONVERTER	0.027
631	1975	FORD	PINT	140	1 CONVERTER	0.014
632	1975	FORD	PINT	140	1 CONVERTER	0.014
633	1975	FORD	PINT	140	NO CONVERTER	0.007
634	1975	FORD	PINT	140	NO CONVERTER	0.019
635	1975	FORD	PINT	171	1 CONVERTER	0.013
636	1975	FORD	STAW	171	1 CONVERTER	0.090
637	1975	FORD	PINT	171	1 CONVERTER	0.008
638	1975	FORD	STAW	171	1 CONVERTER	0.016
639	1975	FORD	MUST	171	1 CONVERTER	0.080
640	1975	FORD	GRAN	200	1 CONVERTER	0.018
641	1976	FORD	MUST	302	1 CONVERTER	0.018
642	1975	FORD	MAVE	250	1 CONVERTER	0.012
643	1975	FORD	GRAN	250	1 CONVERTER	0.023
644	1975	FORD	MAVE	250	NO CONVERTER	0.014
645	1975	FORD	GRAN	302	1 CONVERTER	0.027
646	1975	FORD	GRAN	351	NO CONVERTER	0.080
647	1975	FORD	GRAN	302	1 CONVERTER	0.008
648	1975	FORD	ELIT	351	1 CONVERTER	0.005
649	1975	FORD	GRAN	302	1 CONVERTER	0.008
650	1975	FORD	GRAN	302	1 CONVERTER	0.050
651	1975	FORD	GRAN	302	1 CONVERTER	0.019
652	1975	FORD	TORI	351	1 CONVERTER	0.014
653	1975	FORD	STAW	351	1 CONVERTER	0.000

APPENDIX O,CONT'D

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
654	1975	FORD	ELIT	400	1 CONVERTER	0.054
655	1975	FORD	LTD	460	1 CONVERTER	0.013
656	1975	FORD	GRAN	351	NO CONVERTER	0.009
657	1976	FORD	RANC	351	1 CONVERTER	0.180
658	1975	FORD	TORI	351	1 CONVERTER	0.008
659	1975	FORD	GRAN	351	NO CONVERTER	0.018
660	1975	FORD	TORI	351	1 CONVERTER	0.015
661	1975	FORD	LTD	400	1 CONVERTER	0.019
662	1975	FORD	LTD	400	1 CONVERTER	0.039
663	1975	FORD	THND	460	1 CONVERTER	0.021
664	1975	FORD	THND	460	1 CONVERTER	1.000
665	1976	LINC	CONT	460	2 CONVERTER	0.014
666	1975	LINC	MRK4	460	1 CONVERTER	0.031
667	1975	MERC	MONA	200	1 CONVERTER	0.004
668	1976	MERC	MONA	250	1 CONVERTER	0.024
669	1975	MERC	MONA	302	1 CONVERTER	0.019
670	1975	MERC	COUG	351	1 CONVERTER	0.013
671	1975	MERC	MONG	351	1 CONVERTER	0.020
672	1975	MERC	MONG	351	1 CONVERTER	0.011
673	1976	MERC	MONA	351	1 CONVERTER	0.017
674	1975	OLDS	OMEG	260	1 CONVERTER	0.019
675	1975	OLDS	OMEG	260	1 CONVERTER	0.026
676	1975	OLDS	CUTL	260	1 CONVERTER	0.018
677	1975	OLDS	CUTL	260	1 CONVERTER	0.019
678	1975	OLDS	CUTL	260	1 CONVERTER	0.024
679	1975	OLDS	CUTL	260	1 CONVERTER	0.015
680	1975	OLDS	CUTL	260	1 CONVERTER	0.058
681	1975	OLDS	CUTL	350	1 CONVERTER	0.013
682	1975	OLDS	CUTL	350	1 CONVERTER	0.016
683	1975	OLDS	DELT	350	1 CONVERTER	0.018
684	1975	OLDS	DELT	350	1 CONVERTER	0.029
685	1975	OLDS	CUTL	350	1 CONVERTER	0.025
686	1976	OLDS	STAW	350	1 CONVERTER	0.011
687	1975	OLDS	CUTL	455	1 CONVERTER	0.024
688	1975	OLDS	DELT	455	1 CONVERTER	0.015

APPENDIX O,CONT´D

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
689	1975	PLYM	DUST	225	1 CONVERTER	0.012
690	1975	PLYM	VALI	225	1 CONVERTER	0.020
691	1975	PLYM	DUST	225	1 CONVERTER	0.031
692	1975	PLYM	DUST	318	1 CONVERTER	0.010
693	1975	PLYM	FURY	318	1 CONVERTER	0.070
694	1975	PLYM	FURY	360	1 CONVERTER	0.021
695	1976	PLYM	STAW	400	1 CONVERTER	0.021
696	1975	PONT	FIRE	250	1 CONVERTER	0.019
697	1975	PONT	VENT	260	1 CONVERTER	0.023
698	1975	PONT	FIRE	350	1 CONVERTER	0.034
699	1975	PONT	LEMA	350	1 CONVERTER	0.013
700	1975	PONT	CATA	400	1 CONVERTER	0.010
701	1976	PONT	FIRE	400	1 CONVERTER	0.023
702	1975	PONT	STAW	400	1 CONVERTER	0.021
703	1975	PONT	GRNV	400	1 CONVERTER	0.022
704	1975	AUDI	100L	114	NO CONVERTER	1.000
705	1975	DATS	B210	85	NO CONVERTER	1.000
706	1975	DATS	B210	85	NO CONVERTER	1.000
707	1975	MG	MIDG	91	NO CONVERTER	1.200
708	1975	OPEL	1900	116	NO CONVERTER	0.040
709	1975	OPEL	STAW	116	NO CONVERTER	0.028
710	1975	TOYO	STAW	97	NO CONVERTER	1.100
711	1975	TOYO	CORO	97	NO CONVERTER	1.300
712	1975	TOYO	CORO	133	NO CONVERTER	1.200
713	1975	TOYO	CORO	134	NO CONVERTER	1.000
714	1975	VOLK	SEDA	97	NO CONVERTER	1.100
715	1975	VOLK	SEDA	97	NO CONVERTER	0.970
716	1975	VOLK	SEDA	97	NO CONVERTER	0.028
717	1975	VOLK	TRAN	109	NO CONVERTER	1.000
718	1975	VOLK	RABB	90	1 CONVERTER	0.006
719	1975	VOLK	RABB	90	1 CONVERTER	0.018
720	1975	VOLV	242G	121	NO CONVERTER	0.980
046	1974	AMMO	HORN	304	NO CONVERTER	1.000
047	1974	BUIC	RIVI	455	NO CONVERTER	0.980
048	1974	BUIC	CENT	350	NO CONVERTER	1.000

APPENDIX O,CONT'D

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
049	1974	CHEV	VEGA	140	NO CONVERTER	0.930
050	1974	CHEV	MONT	350	NO CONVERTER	1.000
051	1974	CHEV	NOVA	250	NO CONVERTER	1.000
052	1974	CHEV	CAMA	350	NO CONVERTER	0.930
053	1974	CHEV	CHEL	350	NO CONVERTER	0.033
054	1974	CHEV	CAPR	400	NO CONVERTER	1.000
055	1974	DODG	CHAR	318	NO CONVERTER	0.019
056	1974	DODG	DART	225	NO CONVERTER	0.940
057	1974	FORD	PINT	122	NO CONVERTER	1.000
058	1974	FORD	MAVE	302	NO CONVERTER	1.500
059	1974	FORD	MAVE	250	NO CONVERTER	0.090
060	1974	FORD	LTD	400	NO CONVERTER	1.000
061	1974	FORD	LTD	400	NO CONVERTER	0.960
062	1974	LINC	CONT	460	NO CONVERTER	1.000
063	1974	MERC	MONT	302	NO CONVERTER	0.970
064	1974	OLDS	CUTL	350	NO CONVERTER	1.000
065	1974	OLDS	DELT	350	NO CONVERTER	1.000
066	1974	OLDS	98	455	NO CONVERTER	0.950
067	1974	PLYM	SATE	318	NO CONVERTER	0.920
068	1974	PLYM	DUST	225	NO CONVERTER	1.100
069	1974	PONT	BONN	400	NO CONVERTER	1.000
070	1974	PONT	LEMA	350	NO CONVERTER	1.000
071	1974	DATS	610	119	NO CONVERTER	1.000
072	1974	MAZD	RX3	70	NO CONVERTER	0.007
073	1974	TOYO	CELI	97	NO CONVERTER	1.000
074	1974	VOLK	SEDA	97	NO CONVERTER	0.940
075	1974	VOLK	SEDA	97	NO CONVERTER	0.150
346	1974	BUIC	REGA	455	NO CONVERTER	0.019
347	1974	CADI	DEVI	472	NO CONVERTER	1.100
348	1974	CHEV	MALI	350	NO CONVERTER	1.100
350	1974	CHEV	IMPA	350	NO CONVERTER	1.200
351	1974	CHEV	IMPA	400	NO CONVERTER	1.000
352	1974	CHRY	NEWP	400	NO CONVERTER	1.000
354	1974	FORD	ELIT	351	NO CONVERTER	1.000
355	1974	FORD	LTD	400	NO CONVERTER	1.100

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
357	1974	MERC	COUG	400	NO CONVERTER	1.300
358	1974	OLDS	CUTL	350	NO CONVERTER	0.960
721	1974	AMMO	GREM	232	NO CONVERTER	1.200
722	1974	AMMO	GREM	258	NO CONVERTER	1.000
723	1974	AMMO	MATA	304	NO CONVERTER	1.200
724	1974	BUIC	APOL	350	NO CONVERTER	1.300
725	1974	BUIC	LASA	350	NO CONVERTER	1.200
726	1974	BUIC	ELEC	455	NO CONVERTER	1.100
727	1974	CADI	DEVI	472	NO CONVERTER	1.200
728	1974	CHEV	VEGA	140	NO CONVERTER	1.200
729	1974	CHEV	VEGA	140	NO CONVERTER	0.027
730	1974	CHEV	NOVA	350	NO CONVERTER	0.990
731	1974	CHEV	NOVA	350	NO CONVERTER	0.980
732	1974	CHEV	NOVA	350	NO CONVERTER	1.100
733	1974	CHEV	MONT	350	NO CONVERTER	1.000
734	1974	CHEV	MALI	350	NO CONVERTER	0.970
735	1974	CHEV	NOVA	350	NO CONVERTER	1.100
736	1974	CHEV	NOVA	350	NO CONVERTER	1.000
737	1974	CHEV	IMPA	400	NO CONVERTER	1.000
738	1974	DODG	CHAL	318	NO CONVERTER	0.100
739	1974	DODG	CHAR	318	NO CONVERTER	1.500
740	1974	DODG	DART	225	NO CONVERTER	0.950
741	1974	FORD	PINT	122	NO CONVERTER	1.000
742	1974	FORD	PINT	122	NO CONVERTER	1.000
743	1974	FORD	PINT	140	NO CONVERTER	1.000
744	1974	FORD	PINT	140	NO CONVERTER	0.990
745	1974	FORD	MUST	171	NO CONVERTER	1.000
746	1974	FORD	MAVE	250	NO CONVERTER	0.990
747	1974	FORD	MUST	171	NO CONVERTER	0.960
748	1974	FORD	MAVE	302	NO CONVERTER	1.000
749	1974	FORD	TORI	400	NO CONVERTER	1.400
750	1974	FORD	TORI	351	NO CONVERTER	1.000
751	1974	FORD	TORI	351	NO CONVERTER	0.990
752	1974	FORD	LTD	351	NO CONVERTER	1.200
753	1974	FORD	STAW	400	NO CONVERTER	0.980

APPENDIX O,CONT'D

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
754	1974	MERC	COME	200	NO CONVERTER	0.990
755	1974	MERC	COUG	351	NO CONVERTER	0.990
756	1974	OLDS	CUTL	350	NO CONVERTER	1.000
757	1974	OLDS	CUTL	350	NO CONVERTER	1.100
758	1974	OLDS	CUTL	350	NO CONVERTER	1.000
759	1974	PLYM	DUST	198	NO CONVERTER	1.000
760	1974	PLYM	DUST	225	NO CONVERTER	1.000
761	1974	PLYM	DUST	318	NO CONVERTER	1.100
762	1974	PLYM	FRY3	360	NO CONVERTER	0.980
763	1974	PLYM	FURY	400	NO CONVERTER	1.000
764	1974	PONT	FIRE	350	NO CONVERTER	0.022
765	1974	PONT	LEMA	350	NO CONVERTER	1.200
766	1974	PONT	CATA	400	NO CONVERTER	0.990
767	1974	PONT	LEMA	400	NO CONVERTER	1.000
768	1974	AUDI	100L	114	NO CONVERTER	1.100
769	1974	CAPR	SPOR	171	NO CONVERTER	1.000
770	1974	COLT	SEDA	98	NO CONVERTER	1.000
771	1974	DATS	SEDA	78	NO CONVERTER	1.000
772	1974	DATS	710	119	NO CONVERTER	1.000
773	1974	FIAT	128	79	NO CONVERTER	0.990
774	1974	FIAT	128	79	NO CONVERTER	0.990
775	1974	MERB	280	168	NO CONVERTER	0.960
776	1974	TOYO	CORO	120	NO CONVERTER	1.000
777	1974	TOYO	CORO	97	NO CONVERTER	1.000
778	1974	VOLK	SEDA	97	NO CONVERTER	1.400
779	1974	VOLK	412	109	NO CONVERTER	1.000
780	1974	VOLV	142	121	NO CONVERTER	1.000
101	1973	AMMO	HORN	232	NO CONVERTER	0.017
102	1973	BUIC	ELEC	455	NO CONVERTER	0.015
103	1973	CADI	DEVI	472	NO CONVERTER	0.960
104	1973	CHEV	VEGA	140	NO CONVERTER	0.920
105	1973	CHEV	MALI	350	NO CONVERTER	0.970
106	1973	CHEV	NOVA	350	NO CONVERTER	0.950
107	1973	CHEV	IMPA	350	NO CONVERTER	0.950
108	1973	CHEV	IMPA	350	NO CONVERTER	0.980

APPENDIX O,CONT'D

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
109	1973	CHEV	IMPA	400	NO CONVERTER	1.100
110	1973	DODG	DART	225	NO CONVERTER	0.900
111	1973	FORD	PINT	122	NO CONVERTER	0.950
112	1973	FORD	TORI	351	NO CONVERTER	1.000
113	1973	FORD	MAVE	302	NO CONVERTER	0.950
114	1973	FORD	CUST	351	NO CONVERTER	0.990
115	1973	FORD	LTD	400	NO CONVERTER	0.098
116	1973	MERC	MONR	400	NO CONVERTER	1.100
117	1973	OLDS	98	455	NO CONVERTER	1.000
118	1973	OLDS	CUTL	350	NO CONVERTER	0.020
119	1973	PLYM	SATE	318	NO CONVERTER	1.000
120	1973	PLYM	DUST	225	NO CONVERTER	1.500
121	1973	PONT	CATA	400	NO CONVERTER	1.000
122	1973	PONT	LEMA	350	NO CONVERTER	0.970
123	1973	DATS	TRUC	97	NO CONVERTER	0.990
124	1973	OPEL	MANT	116	NO CONVERTER	0.970
125	1973	TOYO	CORO	97	NO CONVERTER	0.095
126	1973	VOLK	KOMB	103	NO CONVERTER	0.940
127	1973	VOLK	SEDA	97	NO CONVERTER	0.960
366	1973	BUIC	CENT	350	NO CONVERTER	1.300
368	1973	BUIC	ELEC	455	NO CONVERTER	1.000
371	1973	CHEV	MALI	350	NO CONVERTER	1.000
375	1973	DODG	CHAR	318	NO CONVERTER	0.990
377	1973	FORD	PINT	122	NO CONVERTER	1.100
379	1973	FORD	LTD	400	NO CONVERTER	1.000
380	1973	FORD	THND	460	NO CONVERTER	0.010
382	1973	OLDS	CUTL	350	NO CONVERTER	1.100
383	1973	OLDS	98	455	NO CONVERTER	1.100
387	1973	CAPR	2000	122	NO CONVERTER	1.200
781	1973	AMMO	HORN	232	NO CONVERTER	1.000
782	1973	AMMO	HORN	304	NO CONVERTER	1.100
783	1973	AMMO	MATA	258	NO CONVERTER	1.000
784	1973	BUIC	CENT	350	NO CONVERTER	1.000
785	1973	BUIC	CENT	350	NO CONVERTER	1.000
786	1973	BUIC	LESA	350	NO CONVERTER	1.000

APPENDIX O,CONT'D

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
787	1973	BUIC	LESA	455	NO CONVERTER	0.011
788	1973	CADI	DEVI	472	NO CONVERTER	1.100
789	1973	CADI	DEVI	472	NO CONVERTER	1.300
790	1973	CHEV	VEGA	140	NO CONVERTER	1.000
791	1973	CHEV	VEGA	140	NO CONVERTER	1.200
792	1973	CHEV	VEGA	140	NO CONVERTER	1.100
793	1973	CHEV	NOVA	250	NO CONVERTER	1.200
794	1973	CHEV	NOVA	307	NO CONVERTER	1.000
795	1973	CHEV	NOVA	307	NO CONVERTER	1.200
796	1973	CHEV	NOVA	350	NO CONVERTER	1.100
797	1973	CHEV	CAPR	400	NO CONVERTER	1.200
798	1973	CHEV	CHEL	350	NO CONVERTER	0.029
799	1973	CHEV	NOVA	307	NO CONVERTER	0.950
800	1973	CHEV	MALI	350	NO CONVERTER	1.100
801	1973	CHEV	LAGU	350	NO CONVERTER	1.100
802	1973	CHEV	IMPA	350	NO CONVERTER	1.100
803	1973	CHEV	IMPA	350	NO CONVERTER	1.200
804	1973	CHEV	IMPA	350	NO CONVERTER	1.000
805	1973	CHEV	MONT	350	NO CONVERTER	0.950
806	1973	CHEV	IMPA	400	NO CONVERTER	1.200
807	1973	CHEV	IMPA	350	NO CONVERTER	1.200
808	1973	CHEV	STAW	454	NO CONVERTER	0.900
809	1973	CHRY	NEWP	400	NO CONVERTER	1.000
810	1973	CHRY	NEWY	440	NO CONVERTER	1.000
811	1973	DODG	DART	225	NO CONVERTER	1.000
812	1973	DODG	DART	318	NO CONVERTER	0.990
813	1973	DODG	CHAR	400	NO CONVERTER	1.100
814	1973	DODG	DART	318	NO CONVERTER	1.000
815	1973	FORD	PINT	122	NO CONVERTER	1.100
816	1973	FORD	PINT	122	NO CONVERTER	1.000
817	1973	FORD	STAW	122	NO CONVERTER	0.080
818	1973	FORD	PINT	122	NO CONVERTER	1.100
819	1973	FORD	MAVE	200	NO CONVERTER	1.200
820	1973	FORD	MAVE	250	NO CONVERTER	1.100
821	1973	FORD	MAVE	302	NO CONVERTER	1.000

APPENDIX O,CONT'D

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
822	1973	FORD	MAVE	250	NO CONVERTER	0.990
823	1973	FORD	MUST	302	NO CONVERTER	0.950
824	1973	FORD	MAVE	302	NO CONVERTER	0.980
825	1973	FORD	MAVE	250	NO CONVERTER	1.000
826	1973	FORD	LTD	429	NO CONVERTER	0.990
827	1973	FORD	LTD	400	NO CONVERTER	1.000
828	1973	FORD	TORI	351	NO CONVERTER	1.100
829	1973	FORD	GALA	400	NO CONVERTER	1.100
830	1973	LINC	CONT	460	NO CONVERTER	1.000
831	1973	MERC	COME	250	NO CONVERTER	1.100
832	1973	MERC	MONG	351	NO CONVERTER	1.200
833	1973	MERC	MONT	400	NO CONVERTER	1.200
834	1973	OLDS	CUTL	350	NO CONVERTER	0.900
835	1973	OLDS	CUTL	350	NO CONVERTER	0.028
836	1973	OLDS	CUTL	350	NO CONVERTER	0.990
837	1973	OLDS	CUTL	350	NO CONVERTER	1.100
838	1973	PLYM	DUST	225	NO CONVERTER	0.990
839	1973	PLYM	DUST	225	NO CONVERTER	0.980
840	1973	PLYM	DUST	318	NO CONVERTER	1.100
841	1973	PLYM	SATA	318	NO CONVERTER	1.000
842	1973	PLYM	SATE	318	NO CONVERTER	0.990
843	1973	PLYM	FRY3	360	NO CONVERTER	1.200
844	1973	PONT	VENT	350	NO CONVERTER	0.990
845	1973	PONT	LEMA	350	NO CONVERTER	1.100
846	1973	PONT	LEMA	350	NO CONVERTER	1.100
847	1973	PONT	CATA	400	NO CONVERTER	1.100
848	1973	PONT	CATA	400	NO CONVERTER	0.990
849	1973	PONT	STAW	400	NO CONVERTER	1.100
850	1973	DATS	B610	108	NO CONVERTER	1.000
851	1973	DATS	240Z	146	NO CONVERTER	0.980
852	1973	HOND	CIVI	71	NO CONVERTER	1.000
853	1973	MAZD	RX2	70	NO CONVERTER	1.000
854	1973	MAZD	RX2	70	NO CONVERTER	1.000
855	1973	MG	CONV	110	NO CONVERTER	1.100
856	1973	PORS	914	102	NO CONVERTER	0.970

APPENDIX O,CONT'D

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
857	1973	TOYO	STAW	97	NO CONVERTER	1.000
858	1973	TOYO	CORO	71	NO CONVERTER	1.000
859	1973	TOYO	STAW	120	NO CONVERTER	0.980
860	1973	SUBA	STAW	83	NO CONVERTER	1.000
861	1973	VOLK	SEDA	97	NO CONVERTER	0.990
862	1973	VOLK	SEDA	97	NO CONVERTER	1.200
863	1973	VOLK	SEDA	97	NO CONVERTER	1.000
864	1973	VOLV	142S	121	NO CONVERTER	1.000
076	1972	AMMO	GREM	258	NO CONVERTER	0.960
077	1972	BUIC	RIVI	455	NO CONVERTER	0.950
078	1972	CADI	DEVI	472	NO CONVERTER	1.000
079	1972	CHEV	VEGA	140	NO CONVERTER	1.000
080	1972	CHEV	MALI	350	NO CONVERTER	1.000
081	1972	CHEV	CHEL	350	NO CONVERTER	0.950
082	1972	CHEV	NOVA	307	NO CONVERTER	1.200
083	1972	CHEV	IMPA	350	NO CONVERTER	0.920
084	1972	CHEV	BELA	400	NO CONVERTER	0.950
085	1972	DODG	CORO	318	NO CONVERTER	1.000
086	1972	FORD	PINT	122	NO CONVERTER	1.200
087	1972	FORD	GRNT	351	NO CONVERTER	1.000
088	1972	FORD	MAVE	200	NO CONVERTER	0.950
089	1972	FORD	GALA	351	NO CONVERTER	0.980
090	1972	FORD	STAW	400	NO CONVERTER	0.970
091	1972	MERC	MONG	400	NO CONVERTER	1.000
092	1972	OLDS	CUTL	350	NO CONVERTER	0.150
093	1972	PLYM	VALI	225	NO CONVERTER	1.000
094	1972	PLYM	FURY	360	NO CONVERTER	1.000
095	1972	PONT	CATA	400	NO CONVERTER	0.970
096	1972	PONT	LEMA	350	NO CONVERTER	0.027
097	1972	DATS	510	97	NO CONVERTER	0.950
098	1972	TOYO	CORO	120	NO CONVERTER	0.980
099	1972	VOLK	KARM	97	NO CONVERTER	1.100
100	1972	VOLK	KOMB	103	NO CONVERTER	1.100
390	1972	BUIC	SKYL	350	NO CONVERTER	1.200
395	1972	CHEV	CHEL	350	NO CONVERTER	1.000

APPENDIX O,CONT'D

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
396	1972	CHEV	KING	350	NO CONVERTER	1.000
398	1972	CHRY	NEWP	400	NO CONVERTER	1.200
400	1972	DODG	DART	318	NO CONVERTER	1.000
401	1972	FORD	PINT	122	NO CONVERTER	1.000
402	1972	FORD	MAVE	302	NO CONVERTER	1.100
403	1972	FORD	GALA	351	NO CONVERTER	1.200
404	1972	FORD	LTD	429	NO CONVERTER	0.990
405	1972	LINC	CONT	460	NO CONVERTER	1.100
406	1972	MERC	MONT	351	NO CONVERTER	0.980
409	1972	OLDS	NNTY	455	NO CONVERTER	1.000
410	1972	PLYM	VALI	318	NO CONVERTER	1.000
411	1972	PONT	GRNV	455	NO CONVERTER	1.200
865	1972	AMMO	GREM	232	NO CONVERTER	1.100
866	1972	AMMO	HORN	232	NO CONVERTER	1.100
867	1972	BUIC	SKYL	350	NO CONVERTER	1.000
868	1972	BUIC	LASA	350	NO CONVERTER	1.300
869	1972	BUIC	LASA	350	NO CONVERTER	1.200
870	1972	BUIC	LASA	455	NO CONVERTER	1.300
871	1972	CADI	DEVI	472	NO CONVERTER	1.000
872	1972	CADI	DEVI	472	NO CONVERTER	1.100
873	1972	CHEV	VEGA	140	NO CONVERTER	1.000
874	1972	CHEV	VEGA	140	NO CONVERTER	1.400
875	1972	CHEV	VEGA	140	NO CONVERTER	1.200
876	1972	CHEV	VEGA	140	NO CONVERTER	1.000
877	1972	CHEV	NOVA	307	NO CONVERTER	1.000
878	1972	CHEV	NOVA	250	NO CONVERTER	1.100
879	1972	CHEV	CAMA	307	NO CONVERTER	0.950
880	1972	CHEV	NOVA	350	NO CONVERTER	1.200
881	1972	CHEV	NOVA	350	NO CONVERTER	1.100
882	1972	CHEV	MALI	307	NO CONVERTER	1.300
883	1972	CHEV	MALI	307	NO CONVERTER	1.100
884	1972	CHEV	MALI	307	NO CONVERTER	1.100
885	1972	CHEV	CHEL	350	NO CONVERTER	1.000
886	1972	CHEV	MONT	350	NO CONVERTER	1.000
887	1972	CHEV	NOVA	350	NO CONVERTER	1.000

APPENDIX O,CONT'D

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
888	1972	CHEV	IMPA	400	NO CONVERTER	1.100
889	1972	CHEV	MONT	350	NO CONVERTER	0.990
890	1972	CHEV	NOVA	350	NO CONVERTER	1.100
891	1972	CHEV	MONT	400	NO CONVERTER	1.100
892	1972	CHEV	IMPA	400	NO CONVERTER	1.000
893	1972	CHEV	CHEL	454	NO CONVERTER	1.200
894	1972	CHRY	NEWP	400	NO CONVERTER	1.000
895	1972	DODG	DART	225	NO CONVERTER	0.990
896	1972	DODG	DART	225	NO CONVERTER	1.200
897	1972	DODG	DART	318	NO CONVERTER	1.100
898	1972	DODG	POLA	360	NO CONVERTER	0.990
899	1972	FORD	PINT	122	NO CONVERTER	1.200
900	1972	FORD	PINT	98	NO CONVERTER	1.100
901	1972	FORD	PINT	98	NO CONVERTER	1.200
902	1972	FORD	MAVE	200	NO CONVERTER	1.200
903	1972	FORD	MUST	351	NO CONVERTER	0.990
904	1972	FORD	MAVE	302	NO CONVERTER	1.500
905	1972	FORD	MAVE	302	NO CONVERTER	1.000
906	1972	FORD	MAVE	250	NO CONVERTER	0.990
907	1972	FORD	GALA	400	NO CONVERTER	1.200
908	1972	FORD	STAW	351	NO CONVERTER	1.500
909	1972	FORD	LTD	429	NO CONVERTER	1.000
910	1972	FORD	LTD	400	NO CONVERTER	1.400
911	1972	FORD	GALA	400	NO CONVERTER	1.100
912	1972	MERC	COME	250	NO CONVERTER	0.990
913	1972	MERC	MONT	351	NO CONVERTER	1.000
914	1972	OLDS	CUTL	350	NO CONVERTER	1.500
915	1972	OLDS	CUTL	350	NO CONVERTER	0.019
916	1972	OLDS	DELT	350	NO CONVERTER	1.200
917	1972	OLDS	CUTL	350	NO CONVERTER	0.990
918	1972	OLDS	DELT	455	NO CONVERTER	1.000
919	1972	PLYM	VALI	198	NO CONVERTER	1.000
920	1972	PLYM	DUST	225	NO CONVERTER	1.500
921	1972	PLYM	SATE	318	NO CONVERTER	1.000
922	1972	PLYM	SCAM	318	NO CONVERTER	1.100

APPENDIX O,CONT'D

LISTING OF FUEL LEAD CONTENT TEST RESULTS AND NUMBER OF CATALYTIC CONVERTERS ON INDIVIDUAL VEHICLES

DENVER

VEH NO.	YEAR	MAKE	MODEL	CID	CATALYST	LEAD CONTENT
923	1972	PONT	VENT	350	NO CONVERTER	1.000
924	1972	PONT	STAW	350	NO CONVERTER	1.000
925	1972	PONT	LEMA	350	NO CONVERTER	1.000
926	1972	PONT	LEMA	400	NO CONVERTER	1.000
927	1972	PONT	CATA	400	NO CONVERTER	1.000
928	1972	CAPR	COUP	98	NO CONVERTER	1.100
929	1972	DATS	B110	72	NO CONVERTER	1.000
930	1972	DATS	510	97	NO CONVERTER	0.960
931	1972	OPEL	1900	116	NO CONVERTER	1.200
932	1972	TOYO	CORO	71	NO CONVERTER	1.000
933	1972	TOYO	STAW	97	NO CONVERTER	0.960
934	1972	VOLK	SEDA	97	NO CONVERTER	1.100
935	1972	VOLK	CONV	97	NO CONVERTER	1.000
936	1972	VOLK	STAW	103	NO CONVERTER	1.000